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Supercharged show stopper | Supercar slayer with subtle looks



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**R35 GT-R TRACK
AND SHOW CAR**
**MIMMS SHOW
REPORT**



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When you stop and think about it, we live in a great age when it comes to tuning cars. Huge horsepower has never been so easily attainable, engine swaps have never been more commonplace and there are plenty of road cars around that wouldn't look out of place competing at a high-end race series. It's a time where it seems anything goes, limits are continually being pushed and, with it, the metaphorical bar is constantly being raised.

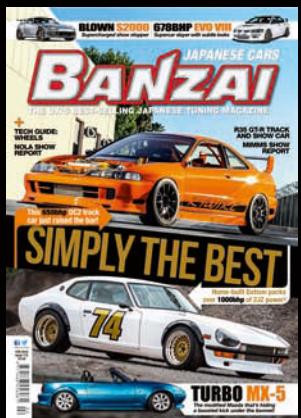
Although it's undoubtedly a glorious time for us petrolheads who thrive on seeing these ever evolving limits, it's also inevitably become harder and harder to build something that truly stands out from the crowd. But every now and again something comes along that's hard to compare to anything else before it. Both the bold and bright Integra and the retro-perfect 260Z on the cover of this month's edition have done exactly that. Built by American Honda specialist Rywire, the Integra is the nearest I've ever seen to the perfect build. It could pass as a show car as easily as it could pass as a fully-fledged race car, incorporating a level of finish, specification and technology you would struggle to find anywhere outside of a world class race team with the financial backing to match. And just as visually stunning is Toni Laari's Datsun 260Z, stuffed full of 2JZ engine making over 1000hp. It's the stuff dreams are made of, quite literally, and what's more Toni built the car virtually entirely by himself.

We'd argue that both of these cars have moved the bar once again. Hopefully you will agree. What a time to be alive...

Simon Holmes, Editor

Enjoy the issue!

Does it get any better than this? The Rywire DC2 is a lesson in perfection as far as we're concerned



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FEATURES

018 GRAN TURISMO: FD2 TYPE R

Thought you knew your Civic Type R models, did you? Well you just might have missed out one of the most important examples on the list: the JDM-only FD2, which happens to be perhaps the most hardcore of its breed ever produced.

024 COMPANY PROFILE: DIEMAX

You've probably heard of this Scottish firm's successful drift cars but they are only the tip of the iceberg, as we discovered on a recent trip to the company's impressive headquarters.

028 YOU ONLY LIVE ONCE

It's a saying that has provoked many a daring decision. And for James Cowley, it's helped produced one of the finest S2Ks in the country.

036 NEW KICKS

There was a new event introduced on the show circuit calendar over in America that seemed to suit us down to the ground, so we paid a visit to the new kid on the block.

042 POLISHED PERFORMER

It may look every bit the thoroughbred show car, but this GT-R is just as purposeful as it is polished, built to take on the 'Ring in style.

050 WINTER HONDALAND

Hosting the final Mimms Honda Day of the year in the heart of winter seemed to do little to discourage the masses from attending what turned out to be an incredibly successful event.

056 TEENAGE KICKS

With the best part of 700bhp sitting under the bonnet, but standard looking from the outside, this Evo VIII certainly packs a surprising knockout punch.

070 PURE PEDIGREE

When one of the most renowned Honda builders in the world sets out to build a track-ready Integra, with a Porsche GT3 RS in mind for inspiration, the outcome is one of the best JDM builds the world has ever seen.

088 TECH TALK: WHEELS

Wheels don't just alter a car's appearance, they can have drastic effects on performance too. *Tech Talk* takes a look at why.

098 QUICK BUYER: BUG EYE IMPREZA

The Bug Eye Impreza might have got off to a slightly rocky start, but it's matured into one of the greats and a good second-hand buy to boot.

118 SCHOOL'S OUT

If there's a better way of spending your summer holidays than giving us a masterclass in DIY tuning, we'd certainly like to see it.



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042



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We're very pleased to announce that *Banzai* magazine is teaming up with Wiltshire's Castle Combe Circuit for what proves to be one of the most exciting Japanese car shows of 2016 – Japday!

Set to feature public track time, drift and race demos, vast club stands, show 'n'

shine competitions and much, much more, it's going to be a seriously special day for JDM fans...

Check out the website for continually updated news and information on how to get involved.

CONTACT: www.japday.co.uk

HIVE AUTOMOTIVE POSTERS

"I am a graphic designer and avid car enthusiast, and this is what happens when I combine the two..." Hive Posters founder Joel Fletcher said when he explained his beautiful line of automotive art to us.

We were drawn to Joel's website after spotting one of his most popular posters – '50 Significant Japanese Sports Cars' – which depicts some of the most iconic JDM cars throughout history in Joel's gorgeously simplistic and clinical style.

The rest of the Hive website proves to be a treasure trove for any self-respecting car enthusiast, and proves that New Zealand-based Joel is clearly a massive fan of all things four wheels!

Other highlights for us include the poster depicting GT-R-badged cars through the ages, along with one which displays every Honda Type R vehicle ever made. These are great, affordable gift ideas for anyone with an interest in cars, we thoroughly recommend hitting up the website pronto!

PRICE: From £11.04 (approx)
CONTACT: www.hiveposters.storenvy.com





BOOST PROTECTION

Design Engineering (DEI)'s range of ONYX turbo shields are already well known to help maintain a constant temperature around your 'charger in the engine bay, which in theory helps in maximising efficiency and reducing lag.

Now the shields are available in smaller sizes, to suit Garrett GT22- and GT25- series turbochargers. The units use heat resistant textiles and newly designed stainless steel attachment points for the perfect fit. Check out DEI's website for the sizing chart.

PRICE: POA

CONTACT: www.designengineering.com

FORGE WASTEGATE

New from the masterminds at Forge Motorsport this month comes the sumptuous, British-built universal external wastegate.

As you probably already know, the firm is famous for making parts for some seriously hardcore race and rally cars, so you can be sure that this is going to be an

extremely high quality bit of kit.

Featuring a piston-actuated mechanism rather than the more common and less durable diaphragm type, this wastegate is designed to withstand large amounts of boost and power.

PRICE: £313.74

CONTACT: www.forgemotorsport.co.uk



WORK OF ART

Our pick of Likehell Design's vast catalogue of clothing and accessory goodies this month is this Liberty Walk-kitted GT-R print.

Coming in at 18x12", the top-quality print is just screaming to be framed and put somewhere highly visible in your home.

Company founder Josh is constantly producing these super-cool designs, so keep an eye on the website for the latest...

PRICE: £12

CONTACT: www.likehelldesign.com



SCENT SENSATION

We wish we could explain just how good the bubblegum fragrance that comes out of these quirky air fresheners is. But because this unfortunately isn't a scratch-'n-sniff magazine, you'll have to just admire the equally as quirky design until you grab one yourselves! Of Zillalife's impressive range of accessories, one of our picks is this – an air freshener depicting the firm's signature 'Zilla' mascot combined with a stormtrooper.

PRICE: From £1.49

CONTACT: www.zillalife.com



TEE TIME

Just because it's the winter now is no excuse not to bag yourself a killer T-shirt. We reckon this brand-new offering from Forge Motorsport ticks all the right boxes, too. The tuning firm's signature 'Sugar Skull' design works wonders here, and the garment is available in a nice range of colours, sizes and fits.

PRICE: £25

CONTACT: www.forgemotorsport.co.uk

S2K ITBS

If you own a Honda S2000 (or a car that is powered by an S2000 engine) and fancy treating yourself and your car, it doesn't come much better than this. Omex has just released these direct-to-head individual throttle bodies, which promise big power gains (as well as big noise, of course!)

Designed to work alongside the standard S2000 injector, the neatly-packed units also come with the linkages underneath to save any clearance issues on tighter engine bays. Proper spindle seals are also incorporated to ensure that they are also suitable for boosted motors.

PRICE: £912

CONTACT: www.omextechnology.com



ARMED AND DANGEROUS

The ever-popular range of alignment arms from the guys at Driftworks has just had a bit of a spruce-up. Not only have the prices been dropped significantly, but all arms will now come as standard with the top-quality, UK-sourced XM-Series rod ends. As used on the DW86 drift machine, we think you can be pretty certain these beauties are going to stand the test of time, too...

PRICE: POA

CONTACT: www.driftworks.com

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COBRA SPORT TAKES ON THE WORLD

Cobra Sport Exhausts has become a household name across the UK for people who are after top-notch pipework to adorn their modified car builds. The team has blossomed in recent years, supplying exhausts to the BTCC, car manufacturer production lines and many more big names across the country.

But now, MD Rachel Jarvis has her sights set higher – aiming to begin spreading the Cobra Sport word across the planet. Makes sense for a company that has grown by 50% over the last five years!

If you haven't checked out the services the firm can offer, head to its website to be pleasantly surprised.

CONTACT: www.cobrasport.com

NEW WHEELS

3SDM 3.19

SIZES: TBC

NOTES: We love it when a new 3SDM design drops, and this new forged offering doesn't look like it's going to disappoint...

PRICE: TBC

CONTACT: www.3sdm.co.uk



WORK EMOTION T7R-2P

SIZES: 18-20", various widths and PCDs

NOTES: Straight outta SEMA, these puppies take the T7R and make it a two-piece split rim to offer unlimited sizing and offset possibilities...

PRICE: From £360 per wheel

CONTACT: www.driftworks.com



SIDEWAYS STIG

Just another *Top Gear* spin-off DVD? That's exactly what we thought when we saw that ex-Stig Ben Collins had released a new video. But it turns out that the *Stunt Driver* film is likely to appeal far more than anticipated, as it includes a section on drifting featuring the familiar faces of the Japspeed team!

Mr Collins is handed over the keys to Paul 'Smokey' Smith's S15 to battle it out against Shane Lynch in his monstrous 370Z (from the cover of the August '15 issue) in an empty dockyard to make for some unsurprisingly brilliant viewing. Definitely worth a buy for a particularly rainy winter's day...

CONTACT: www.japspeed.co.uk



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Steve Neophytou, better known as 'Stav', is a professional motoring journalist and life-long petrolhead. He has been writing for UK tuning magazines for over ten years and was previously deputy editor at *Redline* magazine.

POWER CRAZY

When anyone thinks about performance and tuning, the first thing that springs to mind is power, and while we all love it, people's obsession with it can sometimes cause more harm than good. When comparing our own vehicles to ones in the USA for example, rather than appreciating their efforts, people get very defensive and start making excuses. One minute it's that their dynos over-read and US power figures are false, but as soon as the argument is about the American cars being so much faster at the strip, the excuse is flipped on its head and it's simply about them having far more power than we do.

The simple fact is, while you can manipulate a dyno to read pretty much anything you want, and you can make all the unsubstantiated power claims you imagine (this is no more likely in the USA as the UK), if the car is proven faster on the strip, all excuses are invalid; no matter how they've done it, they've got the faster car.

Another common issue with power obsession can be summed up with the old saying 'power is nothing without control'. No matter what use – road, strip, track, or drift – power is far from the deciding factor on a truly fast and effective car, and many still blame their failings on a lack of power. Poor dragstrip times? Ignore your poor launching skills and massive lack of traction and just fit nitrous. Can't keep up with the well-sorted hot hatches on track days? Forget sticky tyres and sorted suspension and

aim for 1000bhp. Barely able to link a few corners on a drift day, despite other cars with less power doing so just fine? Yeah, just blame the fact haven't got 800bhp...

Finally, and this is probably the worst one for the road car guys who often bankrupt themselves (me included!) on the hunt for massive power, is that people hugely underestimate how fast cars are with what they think is low amounts of power. Ridiculous amounts of power can be a lot of fun, there's no denying that, but so many people don't realise you don't need 1000bhp for that; no matter what *Fast And The Furious* or some random user on an internet forum has taught you.

While there's a lot of other minor factors, power-to-weight ratio is the main factor to something being fast. A couple of years back I sold my R32 GTS-T, it had 470bhp, and was very, very fast. Despite this, various owners since have came back to me amazed by the fact they're easily pulling away from supercars in it. But just looking at power-to-weight ratio, the GTS-T was over 370bhp per ton, about the same as the much heavier Nissan GT-R tuned to 650bhp; so it's no surprise really.

Everyone's obsessed with the magic 1000bhp figure, but the fact is, while a Veyron may have 1000bhp and is faster than most people can even imagine, it's a very heavy car, about 530bhp per ton, and even a fully stripped Civic or RX-7 with 'just' 500bhp could have 530bhp per ton. So remind me why you need massive power again? Oh yeah, you probably don't... *

Below: It's not as hard as you might think to achieve a power-to-weight ratio matching a Veyron...



The views of the author are not necessarily shared by the magazine



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YOUR SAY >>>

QUESTION OF THE MONTH

WHAT'S THE BEST CIRCUIT YOU'VE EVER DRIVEN AROUND?

Want to have your voice heard? 'Like' our Facebook page (www.facebook.com/banzaimagazine) and keep your eyes peeled for our next question.



Jamie Walker brands hatch

Like · Reply · Message · 1 · 3 December at 14:24 · Edited

Phil Batho Definitely cadwell park 

Like · Reply · Message · 1 · 3 December at 12:43



Lewis Jeffery Thruxton! Fast track

Like · Reply · Message · 3 December at 13:02



David Wylie Oulton Park, love the place.



Like · Reply · Message · 3 December at 16:03



Dale Woolgar Obvious answer.... The ring was by far the most entertaining and fun place I've ever driven.

Certainly not the hardest drive as I wanted to come home in one piece, Silverstone has been utterly hammered but for pure thrills and views and everything else... The ring is the place

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Hakan Eriksson Knutstorp is most fun.



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Simon Benswick Spa Francorchamps! Pau Ridge has to be one of the best corners in the world (2)



Like · Reply · Message · 3 December at 19:04



Joseph Topp Blyton East course. Just the right amount of fast turns and technical bits. Did a grass roots sprint day there in the summer. Epic fun, absolutely wrung the neck of my little Eunos and had a great day.



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Sean Quarterman Dunsfold

Like · Reply · Message · 3 December at 22:47



Balazs Benke Never been to a track outside of Hungary, so my answer is Hungaroring, obviously

Like · Reply · Message · 4 December at 08:20



Malcolm Holmes A15 to Lincoln

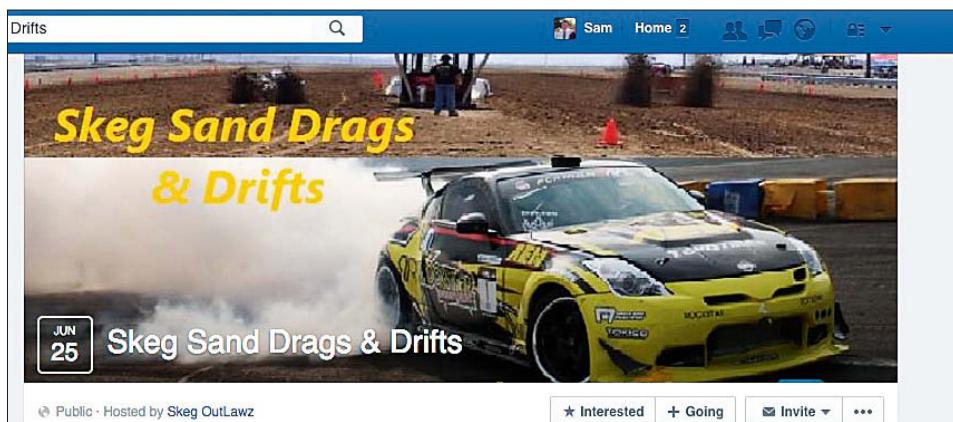
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SUMMER SAND SHOW

Just thought I'd drop you a line to shout about an event we're organising this summer in Skegness, called Skeg Sand Drags & Drifts.

The event will showcase drag racing and drifting on sand, along with a large static display, and hopefully some sun! The date is yet to be confirmed, but search for 'Skeg Sand Drags & Drifts' on Facebook for information and the latest news. We hope to see you there!

Danny Hewison, via Facebook



The image shows a screenshot of a Facebook event page. The event is titled "Skeg Sand Drags & Drifts" and is set for June 25. The page features a photo of a yellow and black drift car on a sandy track. The status bar at the top shows "Drifts" and a search bar. The bottom of the page has buttons for "Interested", "Going", "Invite", and "...".

CONTACT US

Do you want to comment on what you like in *Banzai*? Have you got a suggestion that you think would make each issue even better? Do you need our help with technical queries or advice, or do you just want to share something cool with the community at large?

Then please feel free to contact us using one of the following methods:

E: banzai@unity-media.com
W: www.banzaimagazine.com





EXILED MEDIA

We have recently included a fair few pictures in the magazine from an up-and-coming media team named Exiled Media, which is making waves around the car tuning scene at the moment as it gains in popularity. We decided to speak to member Martin Hodgetts to find out a little more about how it all began...

"Exiled Media is a growing automotive photography company based in the West Midlands. It all started in 2013 with a couple of friends, and over the last two years we now have a very strong

following on social media.

"We all own Japanese cars ourselves, so our following grew from attending shows such as Japfest, Mimms, Japshow and JAE, and posting our pictures online, which then led to people asking us for professional photoshoots.

"We now attend everything from drift events, track days, club-organised meets and we have just started offering individual photoshoots for a very reasonable price."

CONTACT:
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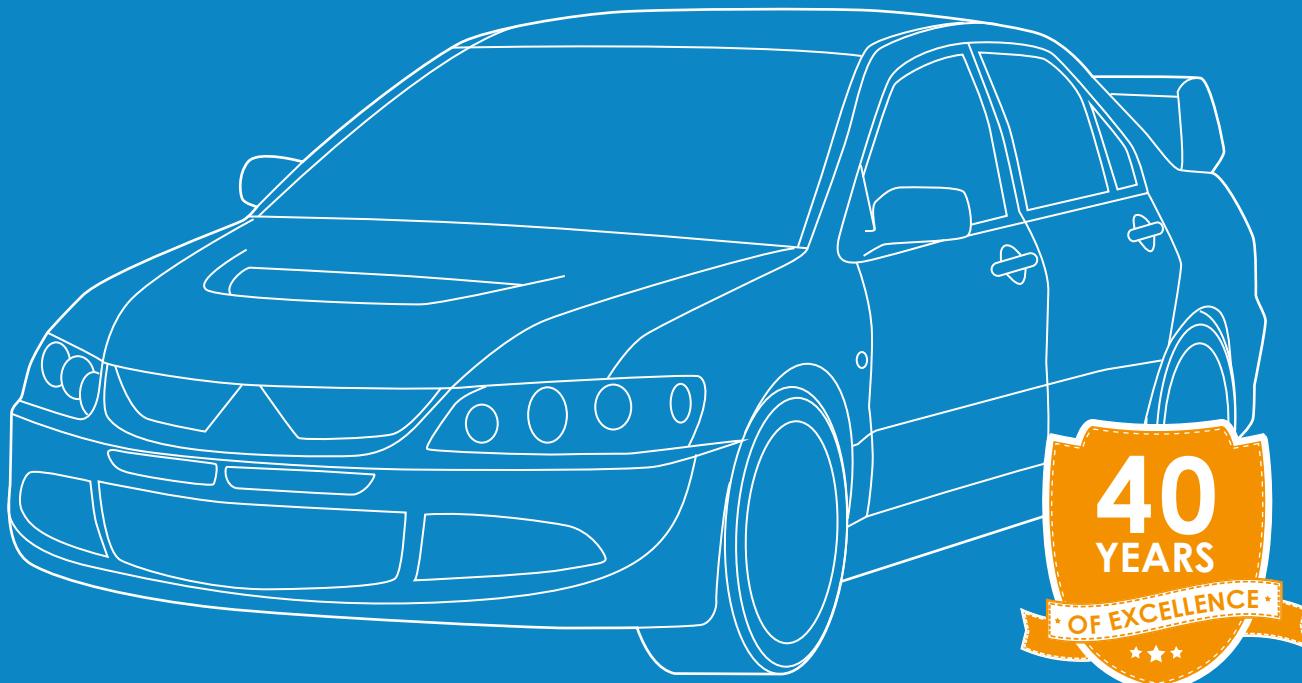


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FD2 HONDA CIVIC TYPE R ['07-'10]

Think you know your Civic Type R models? You just might have missed out one of the most important examples on the list: the JDM-only FD2, which happens to be perhaps the most hardcore of its breed ever produced...

Words: Sam Preston **Photos:** Chris Presley

Although the Honda Civic Type R brand has only been around since 1997 (well, 2001 officially in the UK), it's already developed something of a legendary status for signifying some of the most uncompromising factory production cars ever to go on sale. And when it came to the third generation in the CTR's heritage back in 2007, there was a distinct fork in the road for the examples offered to the respective European and Japanese markets. Whilst we were stuck with the notably softer, Swindon-built 'FN2' hatchback, the Japanese-specific car was a different beast entirely: this track-focused FD2 four-door.

Thanks largely to Litchfield Imports, a handful of these super saloons have been drip-fed onto UK roads over the past few years. So although an extremely rare sight, we thought it was well worth finding out more about this highly important addition to Honda's history.



In *Gran Turismo*, we look back at some of the most iconic Japanese cars ever created



WHY IS IT SO SPECIAL?

As far as performance Hondas are concerned, it certainly seems a case that the Japanese get a better deal than us. Although the FN2 Type R still received largely positive reviews from the European press, many were disappointed, noting its compromised torsion beam suspension setup and softer driving characteristics seemingly taking the car in the opposite direction to the one its older siblings, the EK9 and EP3, had paved out.

Although based on a four-door saloon shell (of which we received a strange hybrid version in the UK), don't let this Suzuka-built FD2's family-friendly image put you off. Because unlike the FN2, this was in no

way a compromised machine.

As it was built exclusively for the super smooth roads and circuits of Japan, the car was stiffened, strengthened and lightened to the extreme, along with being mated to one of the most fiery versions of the legendary K20 engine ever produced, to create something truly rapid in the right hands.

When we say rapid, we really mean it, too. In the all-important Tsukuba lap-time challenge, it managed a time five seconds faster than the FN2, three seconds faster than the NSX and just 0.4 seconds behind the R33 Skyline GT-R. Not bad at all for a normally aspirated, four-pot saloon...



HOW DOES IT DRIVE?

Let's use the iconic DC5 Honda Integra Type R as a benchmark to illustrate just how much work has gone into making this car so special. Another Japanese-only car, the Integra was itself renowned for its stiff, tough, and fast characteristics. It may shock you to hear that the FD2 here is a whole 50% stiffer than the 'Teg, then, and also 1.8kg lighter despite the extra two doors and much longer wheelbase.

Although achieved largely through extensive use of aluminium panels, bonded using adhesive rather than welds to keep weight super low, it's when you get to the chassis that things get really impressive. You see, the cars famously came with a back-breaking hard 'extra firm' suspension setup which was deemed far too extreme for even the biggest of track day warriors who imported them over to Britain.

The solution came from Litchfield, who offered an AST adjustable coilover kit tweaked to deal with UK roads in a much more pleasant manner. Who'd have thought it – adding aftermarket coilovers to a car to make it softer! With this suspension in place, it's still very apparent just how firm and unforgiving the FD2 is on the rougher Tarmac. But needless to say, handling is divine with the LSD and wider footprint.

Then we get to the engine. And what a thing it is! You're likely to have experienced a K20 motor in one form or another before, but this one is the best of the best. Reworked with the most extreme parts that Honda could offer, including an all-new intake system and ported inlet valves using the same technique as used on the production of the NSX, the 2.0-litre lump offered up a screaming 222bhp. Complete with much more mid-range than the European counterparts and with a much higher redline, the FD2's eager power delivery is nothing short of addictive.

In *Gran Turismo*, we look back at some of the most iconic Japanese cars ever created





Performance:
222bhp @ 8000rpm
159 lb ft of torque @ 6100rpm

Engine: Honda K20A 2.0-litre DOHC VTEC engine, 11.7:1 compression ratio, 'RRC' extended inlet manifold, ported inlet valves using Honda NSX manufacturing methods, large diameter drive-by-wire throttle body

Transmission: Close-ratio six-speed gearbox, torque-sensitive helical LSD

Suspension: Litchfield-prepared AST Sportline adjustable coilover setup, replacing FD2's standard 'extra firm' suspension system

Brakes: Four-pot Brembo calipers with 320mm ventilated discs (front), 282mm discs (rear), exclusive ABS settings

Wheels and Tyres: 7.5x18" Enkei alloy wheels, 225/40/18 tyres

Exterior: Redesigned front and rear bumpers, grille and rear spoiler

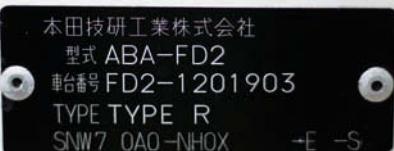
Interior: Type R reclining bucket seats, exclusive leather steering wheel, aluminium gear knob and pedals

BUYING AN FD2

Although it's undeniable that all Civic Type Rs have had a big impact over the years, it's probably this FD2 and perhaps the original EK9 that are the most desirable in 2016. The prices of both reflect this, as you'll have to be willing to pay an eye-watering figure nowadays if you want to get behind the wheel of either.

Budget anywhere between £12,000 and

£20,000 for the right FD2. The most common colour the car was sold in is unsurprisingly Championship White, but pay a little extra and you might just be able to bag one in black, silver, or even 'Deep Violet Pearl'. Although this may seem like a ludicrous amount to spend on a Honda Civic, you can almost guarantee they're never going to get any cheaper... *



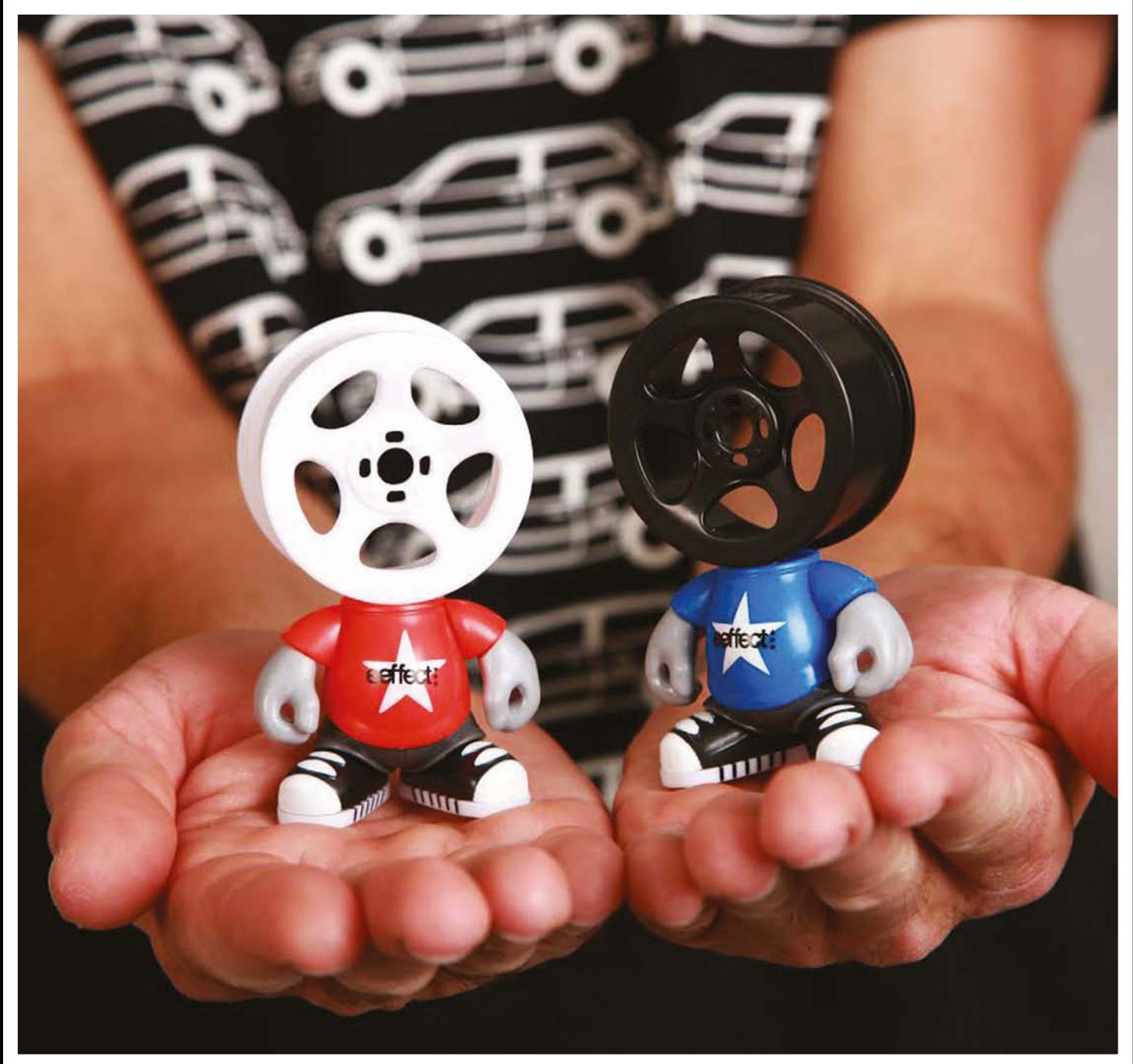
The FD2's eager power delivery is nothing short of addictive



Thanks to snapper Chris Presley for supplying us with his fantastic car for the day.

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WHO IS DIEMAX?

You've probably heard of this Scottish firm's successful drift cars but they're only the tip of the iceberg, as we discovered on a recent trip to its impressive headquarters...

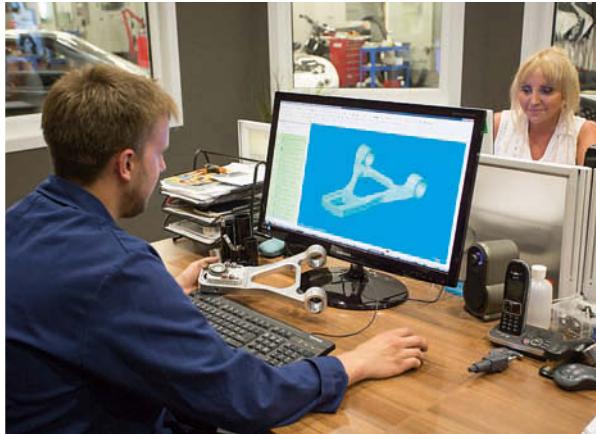
Words: Sam Preston Photos: Steve McCann

THIRTY YEARS OF ENGINEERING EXCELLENCE

Remember that impeccably built, 1JZ-powered Mazda RX-7 drift car from back in the November '15 issue? You might have even seen (and heard) the beast in the flesh tearing it up at a leg of last year's BDC series? We know the car is spectacular but what about the company behind it? We headed up to Dundee-based machining firm Diemax Engineering to get the full lowdown.

The first thing that needs pointing out is that Diemax wasn't always focused on building red-blooded drift winners. The firm was actually set up over 30 years ago, focusing on specialised CNC milling and turning solutions to both the aerospace and electronics industries. Rising from strength to strength it's when the company settled into its recent 10,000sq ft premises that Diemax Motorsport was born as a side-project to show just what the company was capable of.





DIEMAX MOTORSPORT

Just how (and why) does a company which is used to supplying beautifully machined industrial components turn its hand to drifting? The answer lies with Diemax founders Peter and Phyllis Donnelly's son, Steven, who had begun climbing the ladder in competitive drifting events and needed a suitable weapon to match his skills.

By bringing his latest car – a Toyota Soarer – into the Diemax workshop, the father-and-son duo were able to produce something of a masterpiece with their skills and the abundance of top-spec Dugard machinery at their fingertips. Performing everything from the engine work to creating gorgeous custom dash panels in-house, the newly-formed Diemax Motorsport team finished up with a 600bhp, 1JZ-powered monster to play with.

After a few successful years in this car, next came the aforementioned RX-7, complete with a 1JZ engine conversion and equipped with even more tailor-made metalwork, both inside and out.

Achieving a solid 15th overall in the Pro-Am category of the 2015 British Drift Championship, with consistently impressive runs throughout the year, Peter tells us it's all change for 2016: "Steven will be driving our brand-new car this year," he begins. "It's an S15 Nissan Silvia with an 800bhp 2JZ engine conversion." Once again built from the ground-up, the car will come with the advantages of more power and a trick gearbox over last year's RX-7, which will remain in the fleet as a demo and back-up vehicle. Needless to say, we'll be bringing you the very latest on the new Nissan as we get it...



COMPANY PROFILE - DIEMAX



The company has grown from strength to strength in its new state-of-the-art Dundee HQ



DRIFT BITS

Inevitably, as Diemax Motorsport began addressing issues that cropped up with its own drift car with custom parts, other companies and teams were keen to grab a piece of the action. "It started as a hobby and now it's got out of control!" Peter laughs, explaining how increasing amounts of time at Diemax HQ are now spent on the drifting side of things. Whether it's power steering adapter brackets or suspension components, a large amount of the other teams in the BDC family are now sporting Diemax components on their builds. "We've also started manufacturing a range for HEL Performance," Peter continues. "Although we're very busy with our other engineering activities, if there's enough interest in a component, we'll have a look into it." And what about road car parts? "We've got people banging on the door asking for parts. It's something we might start looking into in the future..."





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SUPERCHARGED S2000





YOU ONLY LIVE ONCE

It's a saying that has provoked many a daring decision. And for James Cowley, it's helped produced one of the finest S2Ks in the country.

Words: Sam Preston
Photos: Chris Wallbank

SUPERCHARGED S2000



Hashtag this, hashtag that. LOL, BRB and OMG. There's no escaping it – the modern world is now full of strange acronyms and emojis that, we're not ashamed to admit, we know very little about here at *Banzai* HQ, despite our remarkably youthful average age (ahem...)

One string of letters that we are familiar with, though, and that young owner James here has also clearly implemented when it came to some of the more crucial decisions on his Honda S2000 build (as you can probably tell from his numberplate) is 'YOLO' (You Only Live Once). We're pretty thankful he has, too, as otherwise this bold and undoubtedly unique modified Honda may never have got off the ground.

That's not to say things were entirely straightforward from the start. It took a fairly comprehensive journey around the wide spectrum of car scenes before James finally settled for a supercharged version of this fettled roadster. "My first car was a Peugeot 206, which was awful..." he begins, rattling off his car history. "Then it was a Mini Cooper, before I went for my first S2000." His first foray into S2K ownership was with a tidy black example, which unfortunately proved to be hiding enough mechanical niggles to



convert him to sporty German metal for a short period, before James inevitably saw the error of his ways. "I realised no other car gave me as much enjoyment as the S2000. The seat position and everything around you just feels right."

Having owned a BMW Z4 M in the gap between Hondas, James knew that his next S2000 was going to have to be backed up by a little more power and torque than the previous one. It was when this well documented Moonrock grey offering, complete with a TTS supercharger conversion tuned by Dixon Motorsport, was put up for sale on a forum that James finally pounced. "I was straight on a train to London and didn't even test-drive the car, I just snapped it up and drove it straight home," he recalls. It's

nice when you know exactly what you're looking for, isn't it?

The soft-top remained largely standard at this point aside from the supercharger kit under the bonnet. This well proven package uses a Rotrex centrifugal 'charger, along with a large front-mount intercooler and a more substantial fuel system to offer something of a plug 'n' play conversion that currently runs on Hondata engine management to offer around 425bhp at the flywheel – enough to smoke many but remaining reserved enough to ensure the F20 engine retains its famous levels of reliability and strength.

Other than a clutch more suited to racing and some chassis work, little else was needed to exploit this newfound power. And exploit is exactly what power-hungry James did, hugely



SUPERCHARGED S2000



WORK IT OUT

With their Moonrock grey centres matching the car's immaculate bodywork, along with those bronze barrels, these fully custom WORK Meister S1 split-rims truly make for a unique looking car and illustrate just what can be done when spec'ing your wheels from this legendary JDM manufacturer. "It took me two weeks to build up enough trust to let someone fit tyres to them!" James laughs. "I reckon we'll be seeing a lot more of these wheels in 2016." And you know what? With such stunning results achieved here, we reckon he might just be right...



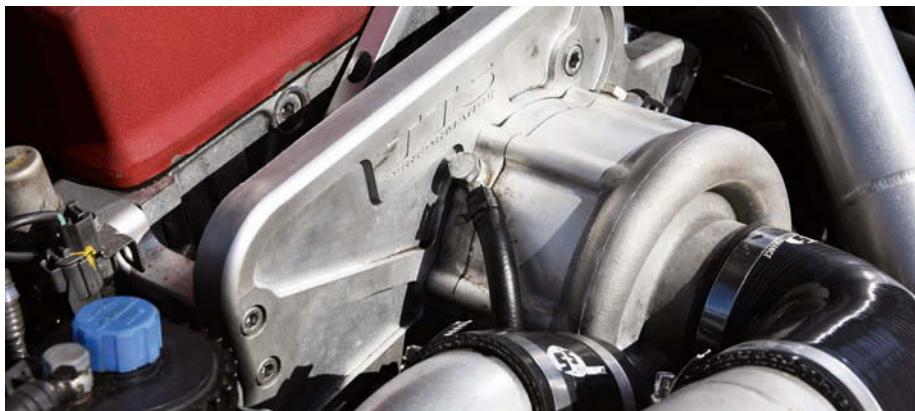
enjoying driving the car in this state of tune for some time.

A warehouse worth of rear tyres and a whole lot of hair ruffling later, James began getting itchy feet for his next kick. And this time his attention was focused on enhancing the car's looks following an inspirational visit to Mims Honda Day. "After that I instantly got the bug to make my car look as amazing as some of those I saw there," James explains.

With such a strong Honda show scene in the UK, James soon realised that social media celebrity status was never going to be achieved without some big decisions and hard graft going into the S2K. Best to start with something impressive, then... "A Spoon Sports coupé hard-top came up for sale," he tells us. "I'd only ever seen them in Japan and the States, so I knew I had to have it, and I basically built the car around that over the next 18 months."

Next came a set of those famous cut-away Spoon wide front wings and a matching rear spoiler, complemented with various JDM aero paraphernalia to give the car its first signs of that killer exotic style that James had been poring over online ever since the Mims show.

With a set of 50mm wide arch extensions out back to match the extra width up front, it was soon apparent that the standard wheels were now looking about as lost as a teenager without their iPhone in those accommodating arches. Not to worry, though, as there were big plans afoot. "I spotted some WORK wheels in a picture online and they just blew me away," James explains. "Next thing I





SUPERCHARGED S2000



Performance:

425bhp. 262lb ft of torque

Engine: Honda F20C 2.0-litre four-cylinder 16V VTEC engine, TTS 'Supersport' supercharger kit (comprising Rotrex C38-81 centrifugal supercharger, custom front-mount intercooler, Walbro 255 fuel pump and all pulleys, mounts and brackets), ASNU 1000cc fuel injectors, DMS 76mm exhaust manifold, GReddy SE 70mm twin exhaust system, Megan Racing mounts, Hondata FlashPro management, 4bar map sensor, Password JDM radiator stays, oil cap and cooling plate

Transmission: Standard six-speed gearbox with Megan Racing mounts, ACT clutch, Science of Speed lightweight flywheel

Suspension: MeisterR coilovers, Rigid Collar subframe kit, anti bump-steer kits front and rear, Cusco lower chassis braces front and rear

Brakes: OEM S2000 discs and calipers with braided lines

Wheels and Tyres: 9x18" ET30 (front) and 11x18" ET30 (rear) WORK Meister S1 three-piece split-rims with Moonrock grey centres and bronze barrels, 255/40/18 (front) and 295/35/18 (rear) Yokohama Neova AD08R tyres, 6TWO1 open lug nuts

Exterior: Spoon Sports coupé hard-top, front wings and rear spoiler, Voltex rear diffuser, universal 50mm rear arch extensions, Tarmac Sportz front lip and sideskirts, GReddy bonnet dampers

Interior: 15th anniversary S2000 carbon fibre sill plates, Spoon Sports gear knob

Thanks: Anthony at Porsche Redline Racing, Rich Starkey at Driftworks, Melyssa Aldcoin, Peter and Lily Cowley, Tom at FRD, Adam at 6TWO1, Grant McDonnell, Lee Robson, NvUS, Karbon Haus, Anthony Smith at Spoon Sports EU, Davinder Plaha, Chris Reay, Robin Parkinson and Chris Wallbank

know, I'm on the phone to Rich over at Driftworks, sending him on a mission to find the specs and order me the exact same rims." Another snap decision then but as you've probably realised by now, snap decisions seem to always work out for the best for our plucky protagonist here.

Three months later, the tailored Meister S1s arrived at James' front door, set off in a truly inspired grey and bronze colour combination to further highlight their impressive width. Needless to say, amongst the overwhelming amount of positive feedback James now receives, most revolves around these impressive hoops.

It's not often that a car makes you stop what you're doing and stare but seeing James' S2000 in the flesh, on British soil, really is enough to provoke a pause while you gather your thoughts. Dig a little deeper to discover a big-power engine and an owner who loves to drive it hard, and it's a bit of a no-brainer as to why this car currently wins awards left, right and centre.

After a chat with James, there's even bigger plans in the pipeline, too. "There's going to be a lot of gold plating and a change of colour for this summer's show season," he cryptically reveals. Because YOLO, remember. Something we think we'll be reminding ourselves of a little more from now on if it can give you results like these...*

"A Spoon Sports coupé hard-top came up for sale. I'd only ever seen them in Japan and the States, so I knew I had to have it"



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NEW KICKS

There was a new event introduced on the show circuit calendar over in America that seemed to suit us down to the ground so we paid a visit to the new kid on the block...

Words and photos: Pro Motiv





Everything from lightly-modded road cars to full-blown racers appeared in the Global Time Attack

WHERE? New Orleans, USA

WHEN? 17th-18 October

CONTACT: www.nola-speedandstyle.com

Nola Speed and Style set out to try something different in the US show scene this year. This was the brainchild of Matt Bounds (the man behind SoWo and the UK's very own Forge Motorsport) and the idea was to descend on the NOLA Motorsport Park with a fine mix of drift, show and track cars, sprinkled with a healthy serving of traders and big brands for good measure. Best of all, as we stared at dismal skies here in the UK, the sun was shining over in the Mardi Gras capital.

About 3500 people showed up, which is no mean feat for a new start! Greeting them was the deafening roar of the Global Time Attack, shaking down on NOLA's 2.7-mile course – with the high-speed esses proving to be a favourite to many and a foil for a few! The drift action also proved to be a real crowd pleaser, with most cars being Banzai-friendly fodder!

For its first year, NOLA has managed to make a decent notch in the show calendar with an intoxicating mix of action, trade and decent show cars. We're already looking forward to next year to see how they improve it further... *



NOLA SPEED AND STYLE >





Below: UMS Tuning Evo looked the part with its insane aero mods

NOLA SPEED AND STYLE >





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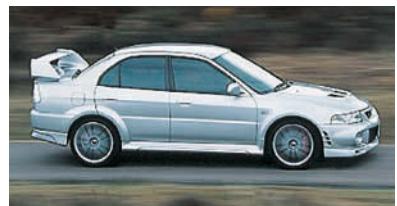
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It may look every bit the thoroughbred show car, but this GT-R is just as purposeful as it is polished, built to take on the 'Ring in style...

Words: Simon Holmes

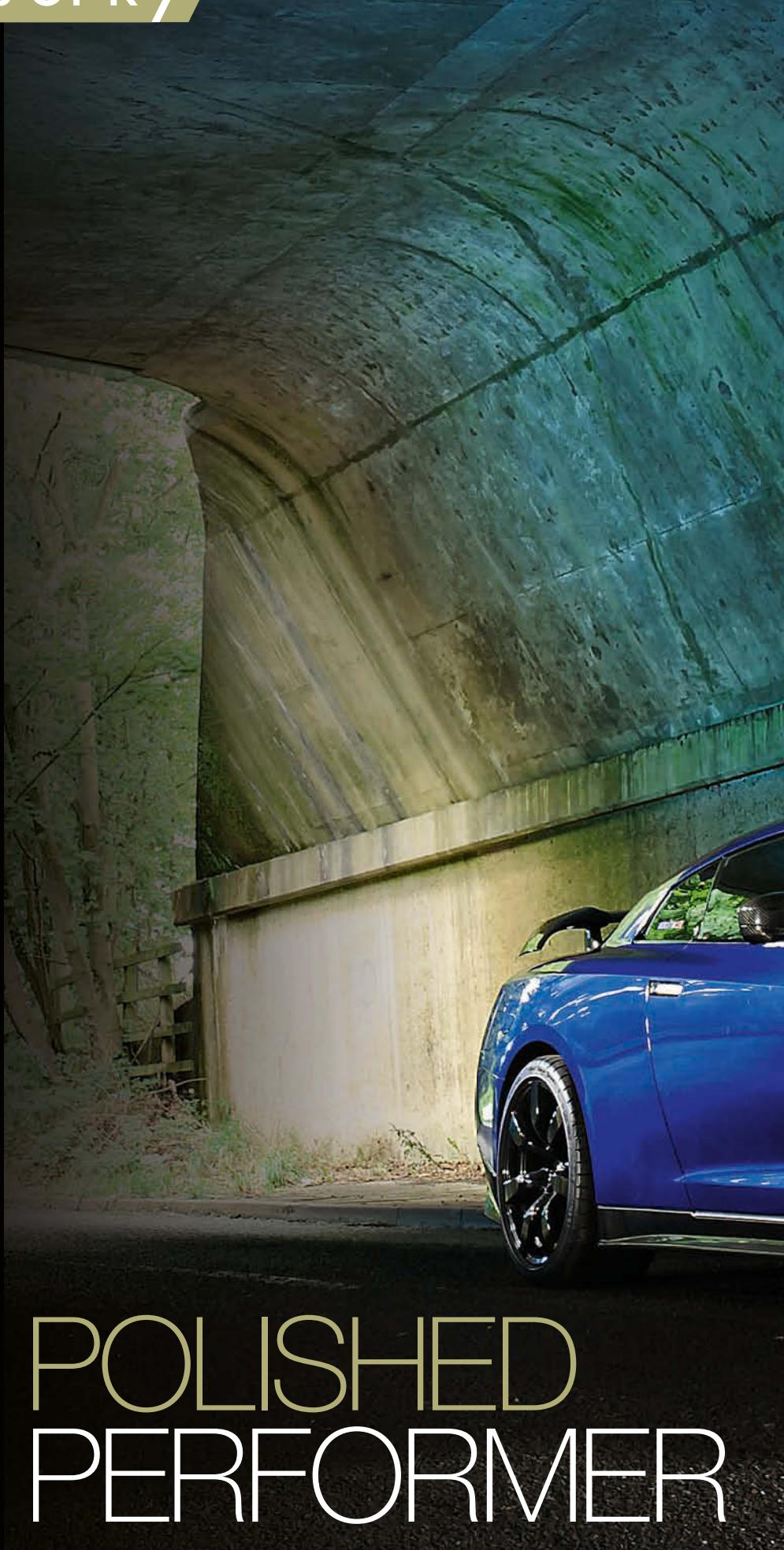
Photos: Stephen Hall

It's sometimes easy to forget just how much the R35 GT-R moved the goalposts in terms of accessible performance. When it was introduced back in 2007 it offered the kind of acceleration and speed previously reserved for Italian exotica and the like. For the first time it truly delivered supercar levels of performance to the masses and whilst you could argue that's what previous generations of Skyline GT-R did, none were quite so devastatingly effective right out-of-the-box. Acceleration statistics weren't the only thing to talk about either as inside the R35 was packed with an array of sophisticated technology, whilst outside there was a modern twist on a classic look in a beautifully functional form.

But the trouble with the R35 is that it raised the bar so much higher that many people quickly became desensitised to just how spectacularly capable it was. And that extends to how it looked as much as its performance. With that in mind this car, the appropriately named 'Blue Bullet', is a simple lesson in how easy it is to play on the R35's strengths. Built as a demo car by UK tuning firm, styling house and carbon fibre specialist Knight-Racer (KR), the car has been treated to a set of very simple yet hugely effective changes throughout. Ranging from ample power upgrades to tasteful styling additions, the subsequent result suitably reminds us just why we love the GT-R so much.

The project actually started as a showpiece to demonstrate exactly that. Although the plan was for it to act as a rolling advert for the company's extensive carbon fibre parts section it would also have to perform, as a trip to the Nürburgring was always on the cards for the car. But, as you can probably tell, it wasn't exactly built to chase times. Instead, the guys at KR offer a personal service to customers who wish to visit the iconic circuit for the first time and this GT-R was seen as the ideal car to escort the convoy over there.

Before it was ready to do this, however, a little tweaking was required to make the car both stand out and perform better. Luckily, it's



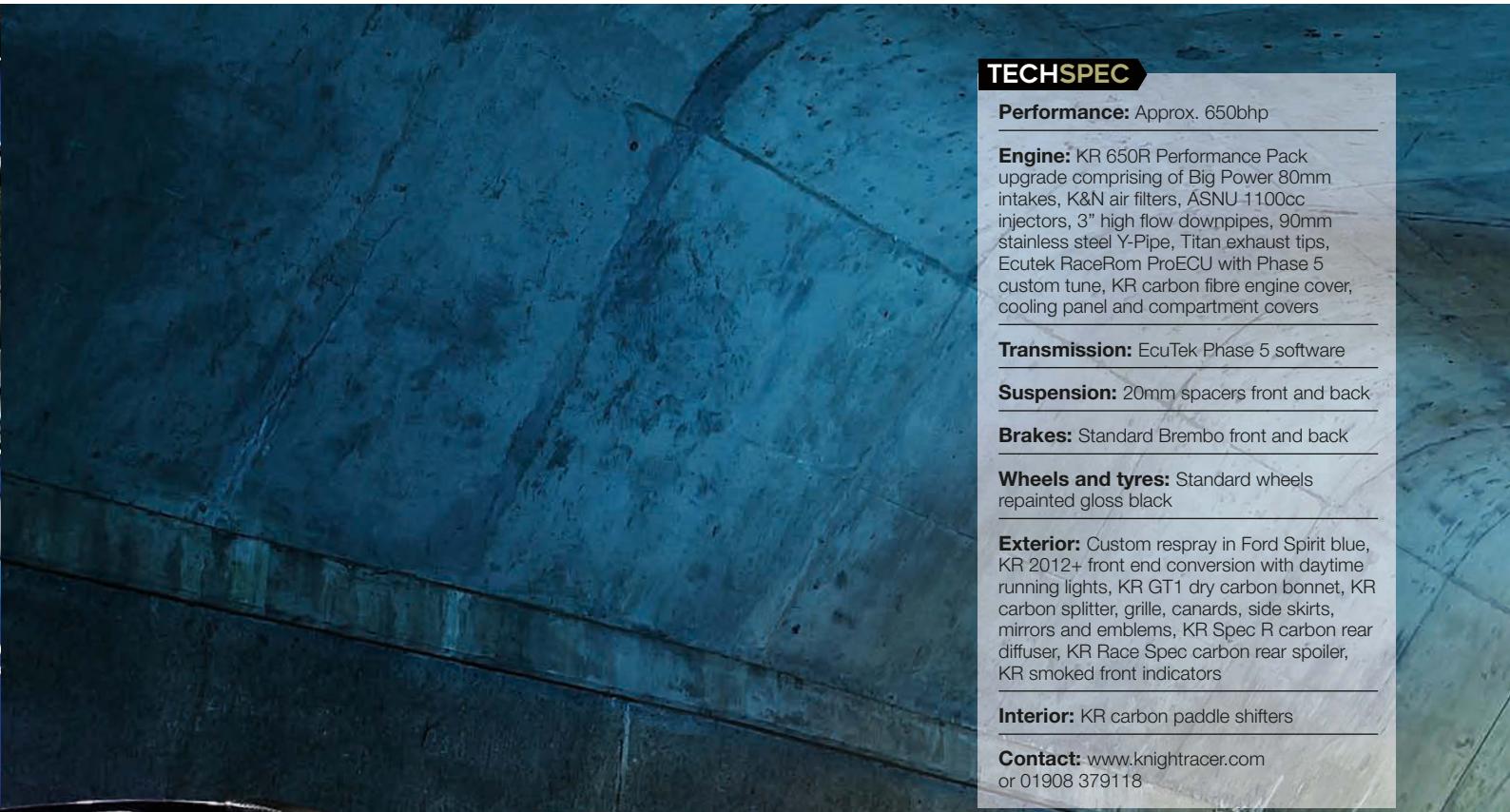
POLISHED PERFORMER



SHOW AND GO R35 GT-R



The finish of the colour change is factory, which makes it seem a shame R35s never came like this!



TECHSPEC

Performance: Approx. 650bhp

Engine: KR 650R Performance Pack upgrade comprising of Big Power 80mm intakes, K&N air filters, ASNU-1100cc injectors, 3" high flow downpipes, 90mm stainless steel Y-Pipe, Titan exhaust tips, EcuTek RaceRom ProECU with Phase 5 custom tune, KR carbon fibre engine cover, cooling panel and compartment covers

Transmission: EcuTek Phase 5 software

Suspension: 20mm spacers front and back

Brakes: Standard Brembo front and back

Wheels and tyres: Standard wheels repainted gloss black

Exterior: Custom respray in Ford Spirit blue, KR 2012+ front end conversion with daytime running lights, KR GT1 dry carbon bonnet, KR carbon splitter, grille, canards, side skirts, mirrors and emblems, KR Spec R carbon rear diffuser, KR Race Spec carbon rear spoiler, KR smoked front indicators

Interior: KR carbon paddle shifters

Contact: www.knighttracer.com
or 01908 379118

easy to see instant and significant results with an R35, although keen to keep things at a suitable level KR limited the engine modifications to a sensible but healthy 650bhp or so. Not that 650bhp and sensible sound like they are words usually associated with each other; remember what we said earlier about the R35 desensitising us...

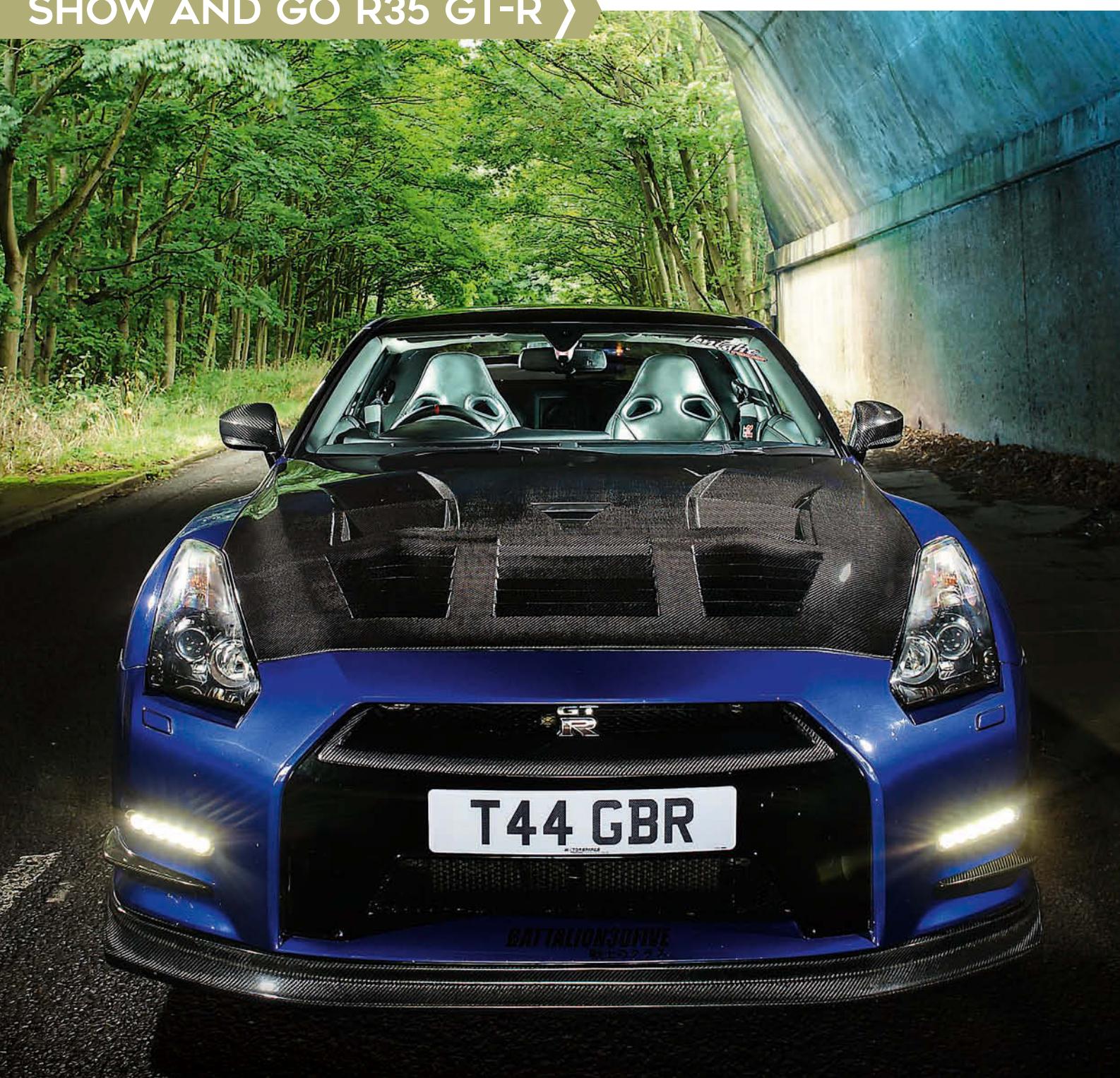
To give an ample boost in output, the car was treated to the Knight-Racer 650R Performance Pack. This includes a fairly simple set of parts that produce the required results by improving the breathing both entering and exiting the engine. It consists of 80mm Big Power intakes, breathing through uprated K&N high flow air filters. Then there's

a set of KR 90mm Big Power downpipes to help gases exit into a matching KR 90mm Big Power Y-Pipe. The extra fuel required to match the new and improved airflow is provided by fitting larger 1100cc injectors, whilst EcuTek has adapted the ECU to make the most of it all. Launch control and improved traction control have also been added to the car's capabilities. That little lot together helps the R35 produce a solid 650bhp, and although this example hasn't actually paid a visit to the dyno, it's a well-known combination for this level of power.

The tweaks under the bonnet extend further than those shiny bits that are hidden away, though, as with the bonnet open you can see

the Knight-Racer carbon product range in its full glory. The engine cover and cooling panel draw your eye and there are the matching engine compartment covers, too. They bring a classy yet functional look to the bay. The use of the black woven stuff doesn't stop there, though, as you can see from the range of exterior modifications. The most obvious of these is that colour change. It's what really sets this car apart, and that stunning shade of deep blue shouldn't be mistaken for a simple wrap. No, this car has been treated to a good old-fashioned respray, something that seems a rare occurrence these days. The car was originally painted silver but as much as the guys at KR loved the colour they couldn't help

SHOW AND GO R35 GT-R



but feel it looked a little too standard. The car was being built to make a subtle statement, to stand out, without looking out of place so the search began for a modern colour that would look prettier whilst still managing to look hard as nails. The perfect match was found in a Ford Fiesta of all things, this shade of blue more usually reserved for the hot hatch ST model. It suits the car perfectly and the finish of the colour change is factory, which makes it seem a shame R35s never came like this!

The blue also provides the ideal contrast for those tasty carbon bits, which can be found all over. The big parts are the KR GT1 bonnet and face-lift front-end conversion,

complete with daytime running lights, giving the GT-R a fresher-faced appearance. To make it really stand out there's a further smattering of carbon fibre in the grille, splitter and canards mounted either side of the bumper. The theme continues as you work your way back with carbon side skirts extensions and mirrors. At the rear you'll find KR's Spec R carbon rear diffuser and matching rear upper spoiler.

The wheels are the standard items that have been simply painted gloss black and spaced out 20mm both front and back and further enhance the visual contrast with the carbon.

On the inside, there's a simple smattering of

carbon fibre in the form of the shift paddles to tie the running theme in nicely.

The result is an R35 that looks like no other. The combination of deep blue paint and contrasting carbon fibre give the car a classier look and feel compared to a run-of-the-mill R35, if there is such a thing.

With a couple of trips to the 'Ring already under its belt, the car will no doubt be making the pilgrimage over there again sometime soon. Indeed the guys at Knight-Racer tell us they are currently organising the 2016 trips and a few new GT-R clients have already signed up. We can quite see why they are so popular 





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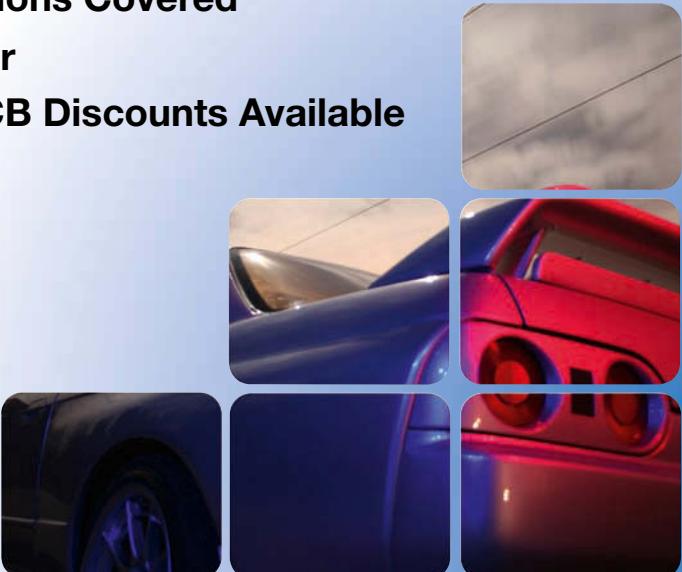
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SHOW REPORT: MIMMS HONDA DAY

WHERE? Peterborough Arena, Cambridgeshire

WHEN? 29/11/2015

CONTACT: [www.mimms hondaday.com](http://www.mimmshondaday.com)



WINTER HONDALAND

Hosting the final Mimms Honda Day of the year in the heart of winter seemed to do little to discourage the masses from attending what turned out to be an incredibly successful event...

Words: Sam Preston **Photos:** Chris Presley





Below: Stunning Accord Euro R sitting perfectly on Volk rims makes the perfect fast, practical daily



We love indoor car shows. Not only do the cars on display seem to look even more desirable with a roof over their head but during the winter months being away from the elements is obviously a massive bonus.

This may help to explain the vast turnout at the final Mimms Honda Day of the year – held right at the end of November in the capacious halls of Peterborough Arena.

The quality of metal on display makes us think that there must no longer be such a thing as a winter hibernation period for show cars, with the majority of owners now willing to keep their cars active throughout the whole year (and we're not complaining!)

We used the event as a chance to stretch our long-term FK2 Civic Type R's legs (see pg104 for more on this), and to show off the still fairly rare car to a new audience. The hatch was joined on the day by the project builds of both Dream Automotive and Tegiwa – both of whom have already come a long way with tuning their brand-new beasts *



Left and below:
K20-powered
CR-Z was unveiled
at the show.
Thought to be the
first in Europe!



SHOW REPORT: MIMMS HONDA DAY

Right and below: Tegiwa broke the internet with its new CTR complete with Enkei wheels and Yellow Speed coilovers. Stunning!



Lee Fairclough's resprayed yellow DC5 is truly a one-off



Below: Dan Silvester's DC2 has become a YouTube celebrity after its ballistic Nürburgring lap times



Right and below:
FWD drag Civics
will never
become
uninteresting in
our opinion!





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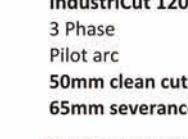
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With the best part of 700bhp sitting under the bonnet, but standard looking from the outside, this Evo VIII certainly packs a surprising knockout punch.

Words and photos: Simon Cooke



TEENAGE KICKS



We'll start this feature with a public health warning for all the owners of £80,000, 560bhp Audi RS6s and other similar performance cars. Please keep your eyes peeled for a rather innocent-looking 13-year-old white Mitsubishi which is cruising the streets of South London looking for its next unsuspecting victim; you really don't want to mess with it, because you are going to lose. Warning over; now read on for the supporting evidence and some facts and figures: "An Audi RS6 came up behind me on the motorway and flashed his lights to get me to move out of the way," explained the owner of the Mitsubishi Evo VIII MR GSR in question, Joe Girton. "I moved across into the middle

lane and floored it and he just couldn't get past me. When I eventually slowed down to let him past he was so embarrassed that he wouldn't even look across at me; he probably thought there was something wrong with his very expensive new car!" And to make the victory even sweeter Joe had three passengers in his car, compared to the solo Audi driver. Advantage Mitsubishi Evo.

To be honest, events like this are in no way a new experience for Joe, he's been into his fast Japanese cars for several years now, starting with an Evo V back in 2004. He then moved on to an insane 1000bhp R32 Skyline GT-R, which he wrote off at Santa Pod, and was lucky to walk away with just a few cuts and bruises. He's also owned several other Evos, a Mazda RX-7 and a Toyota Supra, but

they have mainly been standard cars which he's usually owned short-term and then sold on for a profit to finance other cars. We are not even going to mention his other assorted cars which include Escort RS Turbos and BMW M3s; if it's got an engine under the bonnet then Joe has probably owned it.

"Eventually I decided to get another Evo and this time I wanted a big power car," said Joe. "I'd always wanted a VIII but before, when I'd looked at them a few years earlier, they had all been big money, around £20,000, and I wasn't prepared to pay that price. I went to look at a couple which claimed they were high spec, but they just weren't." As standard they should have left the factory with 276bhp at 6500rpm and 282lb ft of torque at 3500rpm but there are numerous tuning options

678BHP EVO VIII >



available which can easily double that original output, and those were the sort of conversions that were catching his attention.

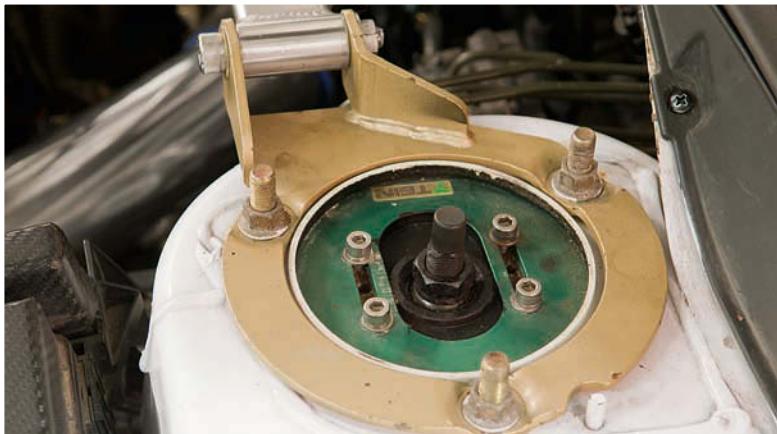
Then Joe struck lucky with a local seller: "The car was exactly what he said it was and he'd spent a lot of money on the engine with all the bills to prove it. The cost of the clutch alone was £1840 which didn't include the fitting, and it had only done 2000 miles since the rebuild, so it was all fresh," Joe explained. "The seller was really into his fast cars and bikes, and said it happily ran 2.3bar of boost which made my ears prick up straight away. He took me out for a run in it and it was like a rocket ship, so I bought the car." He won't reveal how much money changed hands. "I

paid more than I'd care to say; put it this way I paid for the spec of the engine and got the car that came with it for nothing," said Joe. That spec included the 2.3-litre conversion, together with all the other assorted extra goodies (such as the larger intercooler and uprated fuel system to prevent it running lean) you'd expect with a conversion of this type. At the time it was kicking out 640bhp and that was still running on pump fuel.

However a few weeks later the turbo blew itself up and he went to the original engine tuner to get it fixed – uprating from a Blouch 35R turbo to a GTX35 which was good for another 40bhp. "I wasn't impressed with the company who did that," he complained. "It

mapped it well when it was running high boost but it couldn't sort the idle problem on low boost. I've seen it hitting 2.6bar if you really nail it under load with several people in the car, although it's only supposed to reach 2.3. It also ripped the front splitter off on the rollers and then charged me for supplying and fitting a new one!" Then to add insult to injury when he picked the car up from it the car ran out of petrol just a few miles down the road, which was in the middle of nowhere, and when he complained it said it wasn't its responsibility to fill cars up with petrol for customers! Needless to say that was the last time that tuner ever laid hands on his car.

"After that tuner let me down I went to



Evo VIII MR

The Mitsubishi Evo VIII MR (Mitsubishi Racing) was unveiled at the 2003 Tokyo Motor Show, and to be honest unless you're a total Evo expert you'd be hard pushed to tell it apart from a standard Evo VIII. It came in two specs: RS (basically a stripped out example to be better for motorsport spec) and the more road-going friendly GSR (which kept items such as the air-con and electric windows).

There were a few subtle changes to the bodywork – BBS alloys, and a few interior changes such as the carbon fibre-look dashboard – but the main differences were impossible to spot with the naked eye. Road holding was improved thanks to exclusive Bilsteins and some tweaking of the ACD and Super AYC systems, carried out after extensive testing at the Nürburgring.

It also featured a new lightweight aluminium roof to lower the centre of gravity. The MR featured changes to the turbo and cams to improve the torque and give it more mid-range to top speed. In the UK the MR came in several specs depending on the horsepower: the FQ300, FQ320, FQ340 and the FQ400. Years later, people are still debating what the F Q stood for...

Above: TEIN coilovers and substantial bracing assist in keeping the 4WD brute on the straight and narrow

“Put it this way, I paid for the spec of the engine and got the car that came with it for nothing”



678BHP EVO VIII >



"It's certainly the fastest Evo I've ever been in. The majority of supercars are not a problem for it"



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Transmission: Five-speed Evo RS gearbox, RS rear diff, RS transfer box, Exedy triple plate clutch, RS driveshafts

Suspension: Fully adjustable TEIN coilovers, strut brace, uprated urethane bushes

Brakes: D2 eight-pot calipers with 356mm drilled discs on the front, standard Brembo calipers on the rear with uprated brake pads, braided brake lines throughout

Wheels and tyres: 18" Rotas fitted with Goodyear tyres

Exterior: Carbon front headlight air feed, RalliArt mud flaps, FQ400 carbon fibre front splitter

Interior: RalliArt leather Recaros, Defi gauges, A'pexi AVC-R, AMD carbon gear knob, Alpine head unit

Thanks: Garage Streamline (www.garagestreamline.co.uk) for the photo location and for sorting out the transmission and running problems

Garage Streamline who'd carried out a lot of work on my 1000bhp Skyline GT-R and got the team there to sort some things out for me; Theo has a lot of experience with big power Evos and has built and owned several himself," he continued. In fact, keep your eyes peeled for another of his creations which we will be featuring later in 2016...

At the time, Joe's Evo was fitted with the standard Evo VIII six-speed gearbox, and he knew the previous owner had already changed it once before as it was a known weak link; now with an extra 40bhp under his right foot, he decided it was time to eliminate that weak link altogether. "Streamline supplied and fitted a stronger five-speed RS gearbox, rear diff and transfer box from an Evo VII and uprated the suspension bushes at the same time. It's basically a direct swap – you just

need to add an Evo VIII RS mounting bracket and matching driveshafts – I spent almost £5000 on the transmission upgrade and that's now as good as it gets unless I splash out on a sequential 'box," said Joe. With this being a road car even Joe admits a sequential would be OTT. "In traffic the clutch is still annoying; it struggles to idle because of the cams, although Streamline has made it smoother than before. It's a bit more enjoyable to drive around town now, but it's a different matter on the open road – you just switch on the anti-lag and it just goes," he's happy to report. "It's certainly the fastest Evo I've ever been in and I reckon that flat-out it would reach over 170mph and it would get to that speed very quickly indeed. It's well on boost from 3000rpm and with the anti-lag there's very little lag at all," he confirmed. "The majority of



supercars are not a problem for this Evo. I don't think there are many road cars that could get away from it."

Despite the fact this Evo is supposed to be a road car, he couldn't resist taking it for a single run down the drag strip at Santa Pod, albeit when the car was still running on the standard transmission, so he was mindful not to thrash it: "I gave it a soft launch to protect the gearbox and then nailed it and hit the rev limiter in each gear and it hit a low 11. I'm sure that now with a harder launch it would be in the 10s," he points out. "It's definitely a 10-second car and remember that's on pump fuel, road tyres, full interior and even a sound system in the boot: you really can't ask for much more than that from a car." He's got a point there.

Knowing that Joe never keeps cars in the

same spec for too long, will almost 700bhp keep him happy for a while now, or what's coming around the next corner? "The 1000cc injectors are maxed out now and I also need a bigger wastegate to get more power, and then I'd need a bigger turbo," he replies. "At the moment I'm very happy with the car, but I'm not saying that it will never change again." Although he does admit to changing the oil and filter every 1000 miles, and with the Evo only having clocked up 37,000 miles it still drives like a new car, with a very quiet engine and no leaks.

In case you were thinking that 678bhp is just a little bit OTT for a regular daily driver, don't worry, it's not Joe's everyday ride, he's got a nice sensible motor for his shopping runs: a tuned Porsche 996 – that only produces 567bhp! *



CAR OF THE YEAR 2015

We take a look back over the past year of feature cars for the stand-out candidates worthy of taking *Banzai*'s coveted *Car of the Year* award...

Another year is over and so it's once again time to reflect on what has passed through the pages of *Banzai*. There's been plenty of content over the last 12 months, with a lot of variation, from near-standard retro classics to big power competition cars and everything in between. So we've rounded up a selection of the finest features with a

view for you to choose the best. All you have to do is look over the options on the following pages, choose which you think is best and then vote for your favourite (for free) by logging on to our website www.banzaimagazine.co.uk/coty2015. By doing so, you could win a one-year subscription to the magazine as a prize. We've got three subscriptions to give away so come on, what are you waiting for?!



● JANUARY



ERIC BIZEK
Retro racer RX-7

This wide-arch RX-7 was inspired by a Hot Wheels model and graced our first cover at the beginning of 2015. It certainly set the standard high for the rest to follow, as the build was beautifully executed and the overall finish was superb.

● JANUARY



STAR ROAD
KGC10 Skyline

This stunning Hako-shaped Skyline had us weak at the knees with its classically gorgeous curves. Adding a heavily reworked engine pumping out 300bhp with some period tuning methods only increased the want level.

● MARCH



SHAUN FARMER
Toyota Cressida

What began as a chance eBay buy soon turned into something far more exciting for owner Shaun. The retro-look saloon was sporting the straight-six engine from a Lexus and there was trick suspension to back it up.

● MARCH



RA MOTORSPORT
Turbocharged GTB6

When Subaru tuner RA Motorsport chose to do a Toyota GTB6 project, it really went to town and this was the delightful result. With a turbocharged heart and custom wide-arch kit, it certainly stood out from the crowds.

● FEBRUARY



KAMIKAZE GARAGE
Retro perfection RX-7

It doesn't take a whole lot to make a 240Z a truly stand-out car and this example was proof of that. Retro split-rims tucked under wide arches set the tone wonderfully, and the extra low ride height was due to air bag suspension.

● FEBRUARY



CHRIS JEANNERET
Boosted Honda S2000

An S2K with a heavily boosted K24 engine and a dash of nitrous isn't necessarily the perfect recipe for a drift car, but this big-power American work of art has more than proved itself on track in the Formula D series.

● APRIL



MD PERFORMANCE
Flawless 500bhp Impreza

It may seem relatively simple on the outside but that was the beauty of this Impreza. Underneath the surface was a genuine 500bhp engine build but the overall finish throughout the car was truly incredible in terms of cleanliness.

● APRIL



D.TWO INDUSTRIES
Liberty Walk GT-R

We've seen plenty of Liberty Walk GT-Rs since, but this was one of the first we came across and summed up a new wave of JDM tuning in one solid hit. Wide arches, wide wheels to fill them and super low stance.

● MARCH



ANTHONY SCALI
Big power R32 GT-R

The beauty of Anthony's Skyline was the combination of understated looks together with huge amounts of power. And there was plenty of the latter, as this R32 was producing nearly 900hp beneath that subtle exterior.

● MARCH



RAVSPEC
Rocket Bunny RX-7

A true SEMA show-stopper, this car really did have it all: Rocket Bunny curves, over 500bhp of rotary madness on tap, and a set of the shiniest Wheel wheels we've ever seen! It's everything a show car should be.

● APRIL



DAVID TAYLOR
Supercharged Type R

There was something wonderfully simple but effective about this EP3 Civic that appealed to us, with its Jackson Racing supercharger kit and standard looks set off perfectly with those unusual red-themed Advan wheels.

● MAY



PATRICK SOLIMAN
R826 Kenmeri Skyline

Undoubtedly one of the coolest cars patrolling the streets of California, this Kenmeri-shaped Skyline was sporting a special surprise under the bonnet: one of the tidiest RB26 engine conversions you could ever come across.

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● MAY



MERCURY ENTERPRISES

1000bhp 2JZ 350Z

Adding a four-figure-power 2JZ engine and insane wide body kit to a 350Z is one way to make an impression in the Formula D Japan drift series. We loved all the little JDM quirks this monster had to offer, including the awesome aero.

● MAY



KENNETH BONELLO

Time Attack FD3S RX-7

This bridge-port, single-turbo machine has had quite an impact on the Maltese motorsport scene. With aggressive looks to back up the performance, it was the full package. And the best bit about it? It was still fully road legal!

● JULY



ADY ABBOTT

Turbocharged FN2

This humble looking turbocharged Civic made a monstrous 651bhp but was turned down to 500bhp to save the gearbox. Backed up with big brakes and a full interior helped to create the ultimate road-going FN2 and we loved it.

● AUGUST



TEAM JAPSPEED

370Z drift car

Shane Lynch's new drift car was never going to be understated and Japspeed was always going to deliver, which is why we saw this supercharged V8-powered 370Z unveiled in the middle of last year. It certainly hit the spot!

● JUNE



BRUCE WIER

Track weapon 240Z

A proper old-school bruiser, this historic racer managed to pack over 500bhp from its carb-fuelled engine. Add in the story of the car's late, great owner, Willie Robertson, and it's become something of a legend.

● JUNE



HONDA YUASA RACING

BTCC Civic Type R

Matt Neal and Gordon Shedden's weapons of choice for 2015 were these two Honda Civic Type R. Both were highly modified racers. Featuring sci-fi levels of tech and finished to perfection, it's no wonder the team won the constructors' trophy last year!

● AUGUST



NATHAN HOWELL

Subaru Impreza WRX

Proving that airbags can be fitted to performance cars as well as family sedans, Nathan Howell's Impreza WRX has locked the part and went well too. Finished off perfectly with those split-rims, it did everything it was meant to and then some.

● JUNE



JAMIE MARSHALL

13B turbo RX-3 drag car

Packing over 700bhp, with scope for more, and coupled to a clutch-less Liberty five-speed box, the goal for this build was to become the fastest rotary-powered car in Australia, but it was also finished with impeccable quality.

● JULY



LUKE CROWLEY

Subaru Impreza WRX

One of the very finest road-going examples of the original shape Impreza, Luke's car featured a heavily reworked, big-power engine and there was, of course, the all-important anti-lag. A beast from the Down Under...

● SEPTEMBER



RON KIDDELL

R32 Skyline

When legendary Lynch tuner Ron Kiddell of RK Tuning decided to build himself a Touring car replica, we knew it would be good. But Ron created something truly spectacular, thanks to the high quality finish and feel...

● SEPTEMBER



FRAIZER COHEN

570+bhp WRX

Frazier's WRX was a lesson in how to develop the ultimate road-going machine in just about every way. Since the photoshoot, the car has evolved much further, taking it firmly on to the next level of excellence in our eyes.

● OCTOBER



BRUNO FERNANDES

Spoon S2000

There was just enough of everything without too much of anything to make Bruno's track-ready S2000 stand out as something special. The choice of rare and high end parts ensured the car performed just as well as it looked.

● OCTOBER



SIMON PERRY

Rear-wheel drive R35 GT-R

You've got to appreciate the engineering that goes into transforming a four-wheel drive GT-R with a transaxle to become a rear-wheel drive drift car. But the conversion had been very well executed and the car was still street legal.

● NOVEMBER



HOND-R

Supercharged K20 Prelude

When Max at Hond-R decided to build himself a Prelude, he raised the bar for UK builds as we know them by fitting a supercharged K20 and installing it with such clean-cut precision it's unlike any other example we've come across.

● NOVEMBER



PETER AND STEVE DONNELLY

1JZ-powered FD3 RX-7

It might be a dedicated drift car but that doesn't mean the fit and finish of the build, including the unusual 1JZ engine installation, was nothing short of stunning. Plenty of time and effort had clearly been invested and we liked it.

● NOVEMBER



MAX FLECKNEY

Retro Toyota Starlet

This sumptuous, unmodified second-gen Starlet lets those classic lines do all the talking, with the help of some perfect Advan split-rims and a set of custom coilovers. The fact that it's rear-wheel drive only adds to the appeal!

● DECEMBER



● DECEMBER



STUART LAWSON

FC3S RX-7 drift car

Stuart's RX-7 was an awesome example of how a drift car can be fun in every sense of the word. From its capabilities to go sideways on track, thanks to the 13B turbo, to the livery paint job, wide-arch kit and those stunning split-rims, this car had it all.

● NOVEMBER



● NOVEMBER

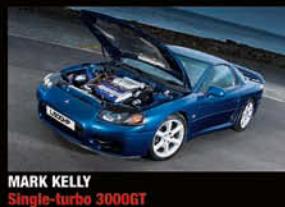


BOBBY PROCTOR

R32 Skyline GT-R

Bobby's Skyline was the whole package and then some. Stunning looks (thanks to that unusual blue paint job) were backed up by thoroughly reworked underpinnings hiding beneath to ensure this Skyline very much had it all.

● DECEMBER



MARK KELLY

Single-turbo 3000GT

It can't beat a bit of oddball in the JDM tuning world but there's no denying Mark's car had all the right credentials. From the tasteful looks to the single-turbo conversion, Mark's approach was possibly the best we've ever seen.

● DECEMBER



MAC MOTOSPORT

2.1Z-turbo Honda S2000

Shoe-horning Toyota's finest straight-six turbo into a lightweight Honda S2000 shell and then tuning it to produce over 700bhp sounds like a whole lot of hard work, but Marcin at MAC built it all himself and managed to make it look easy!

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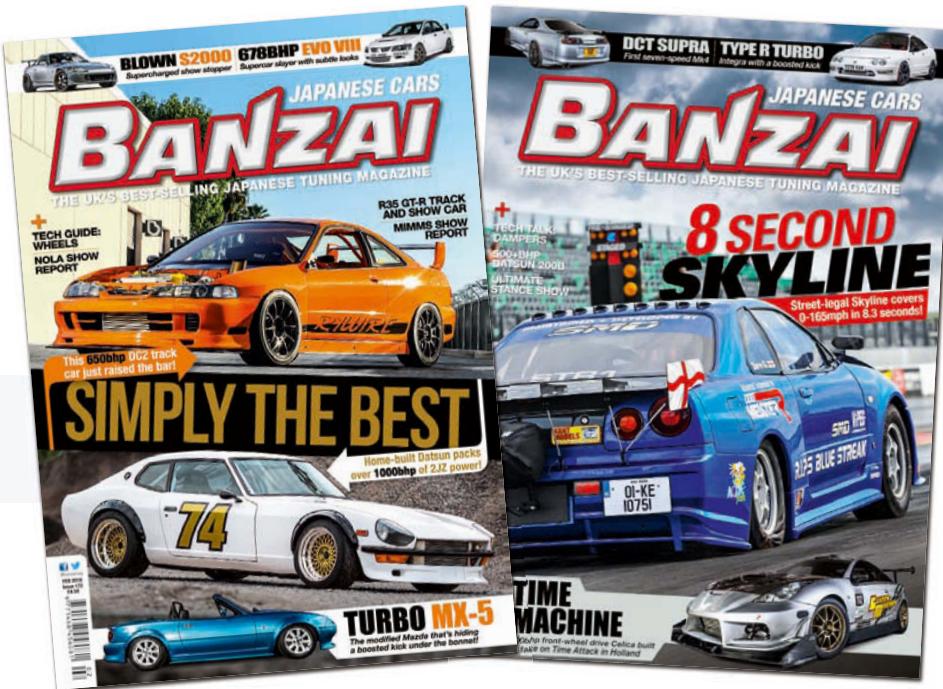


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Photo: Steve Pagett

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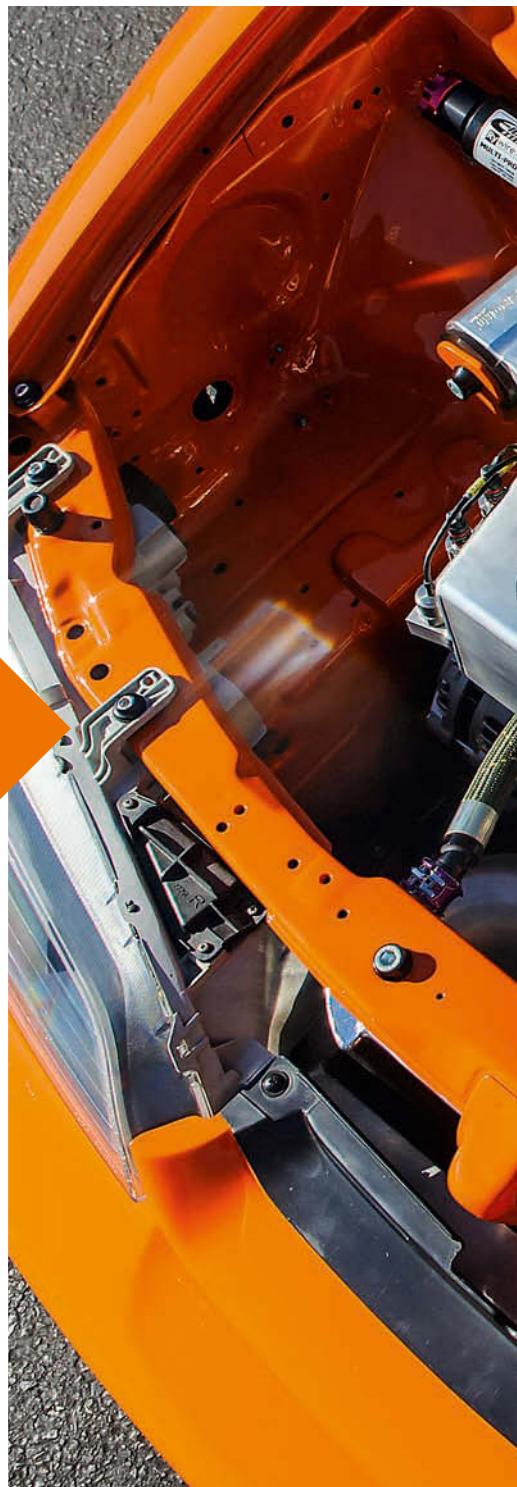
When one of the most renowned Honda builders in the world sets out to build a track-ready Integra, with a Porsche GT3 RS in mind for inspiration, the outcome is one of the best JDM builds the world has ever seen...

Words: Simon Holmes **Photos:** Stephen Hall

INTEGRA GT3

As I walked round the Las Vegas convention centre, taking in the various sights and sounds of last year's SEMA show, I stopped dead in my tracks when I turned a corner and was greeted with a view of this, Ryan Basseri's Integra.

I immediately recognised the car, as many of you reading this might, from the detailed online build thread. Ryan's company, the aptly named Rywire, specialises in wiring and is renowned for its high-class, well-detailed Honda builds. But even though I had seen the pictures and read the details, it couldn't possibly have prepared me for how stunning this car is in the flesh. I appreciate the irony of that statement is that you're reading this in a magazine, so I'll do my best to explain the finer features of what is, quite simply, one of the most impressive builds I've ever come

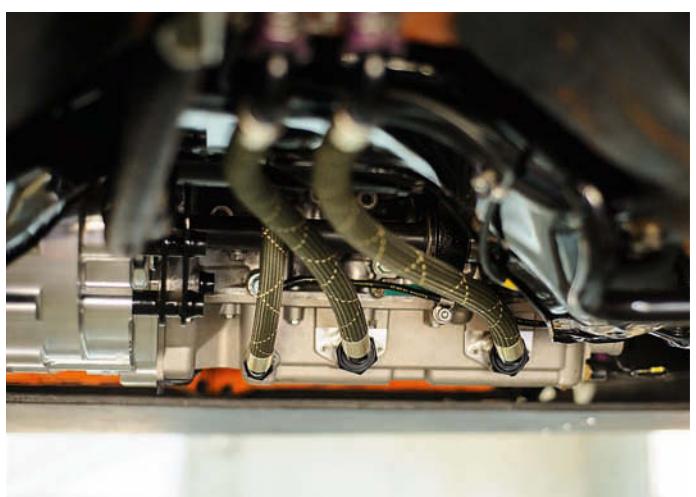
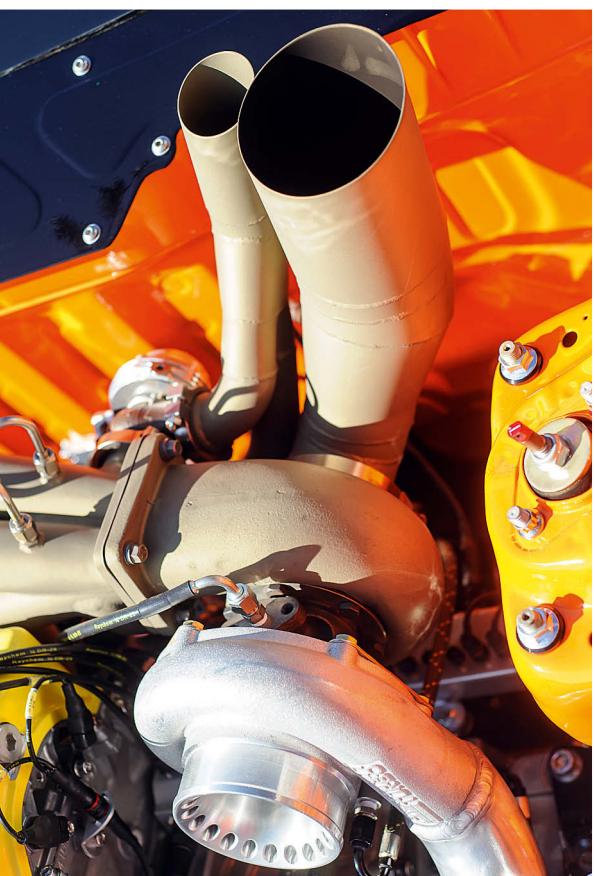


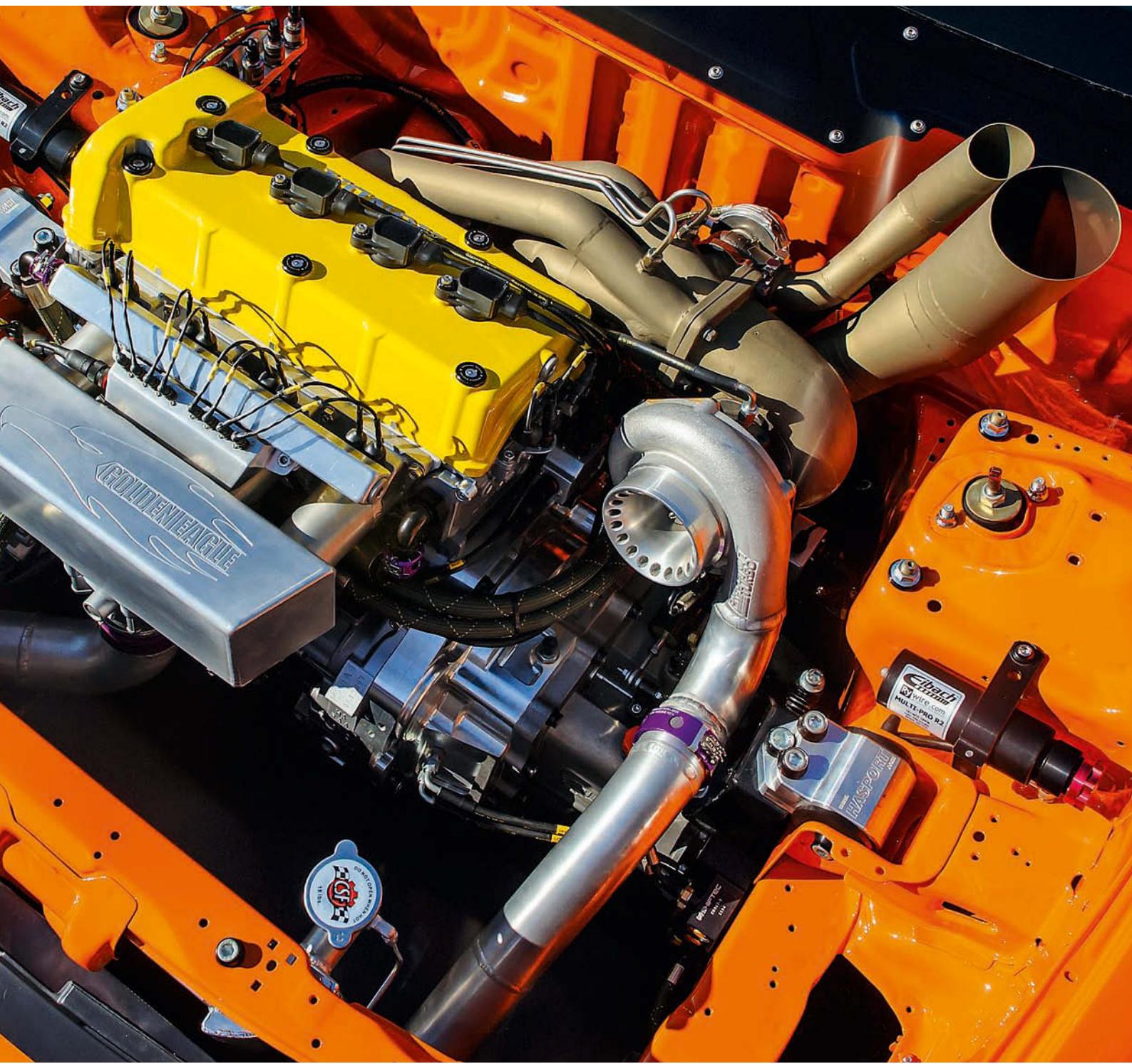
ENGINE

At the heart of the car is the K24 turbo engine, chosen as Ryan wanted reliable power with an aim of 650bhp in mind. In preparation for the forced induction the block has been sleeved for added strength and fitted with Crower forged pistons and steel rods, which offer a compression ratio of 9.1:1. Attached on top is a ported K20 head, complete with Web Cam camshafts and a Portflow valvetrain.

The boost is provided by a Precision 6265 turbo, which is mounted on a JDL Auto Design exhaust manifold, whilst a 46mm Tial external wastegate regulates it. Gases from both the wastegate and turbo exit straight up into the air via custom-made 'up pipes' that are employed as exhausts. Boost then enters the engine through a drive-by-wire throttle body and into the custom-made Golden Eagle inlet manifold, fitted with no less than eight injector bosses in Siamese configuration.

The fuel is injected using 1000cc items and is supplied by three Bosch 044 pumps, fed by an under-car FCS fuel cell. Everything from the cell to the fuel rail is connected using Wiggins clamps and an electronic water pump moves the coolant through the custom radiator, made by CSF Race. It's mounted with the Garrett cored intercooler, both tucked in neatly behind the original front bumper.





DRY SUMP

Destined for a life on track, a dry sump set up was essential for the build. But, in the name of simplicity, Ryan opted for an unusual setup. At first, a regular external three-stage pump system was offered up to the engine but the network of fixtures, fittings and hose lines it added created clearance issues and disrupted the simplistic nature of the build. The solution was to replace it with a trick internal dry sump setup from Honda Performance Development (HPD), the official American-based firm in charge of Honda's own race programmes. Its ingenious setup incorporated a three-stage pump neatly inside the actual sump, whilst the oil is stored in an external tank located in the passenger footwell. It means there's a lot less plumbing to worry about, as the oil enters and exits the engine via two simple fittings. These pass through the floor and into the tank and, just like everywhere else, are attached with a series of quick release Wiggins clamps.



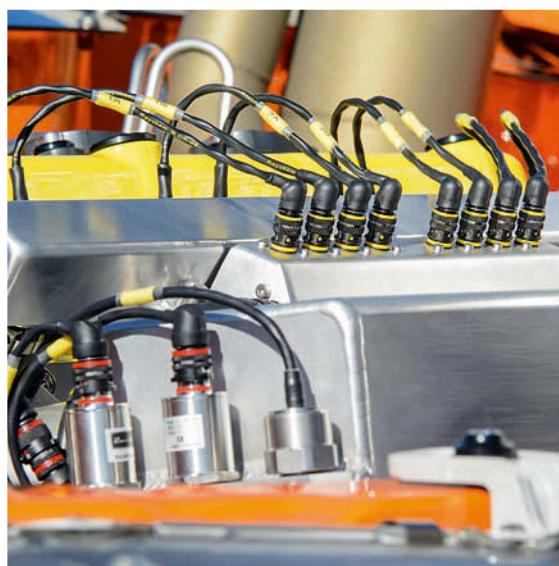
The MoTeC dash displays all of the key information, including a rev counter and gear indicator so no other gauges are required



ELECTRONICS

As this was Ryan's speciality, it was always going to be the area where the car really excelled, and sure enough, he didn't disappoint. He opted to use the very best you can get here, starting with a MoTeC M170 ECU to control all the of engine's basic fuelling and ignition needs. On top of that, there's a MoTeC GPR-P package to ensure the engine and gearbox work in perfect unison together. It allows the ECU to take full control of everything that the gearbox needs to function seamlessly without the need for a separate control unit. That means it is able to cut the ignition to lighten throttle loads on both upshifts and downshifts.

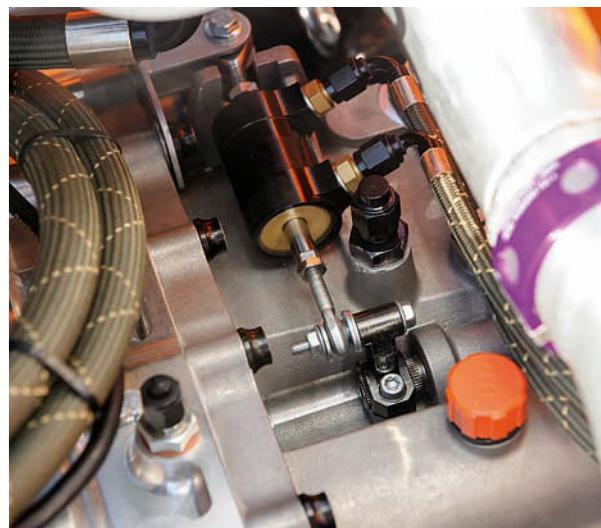
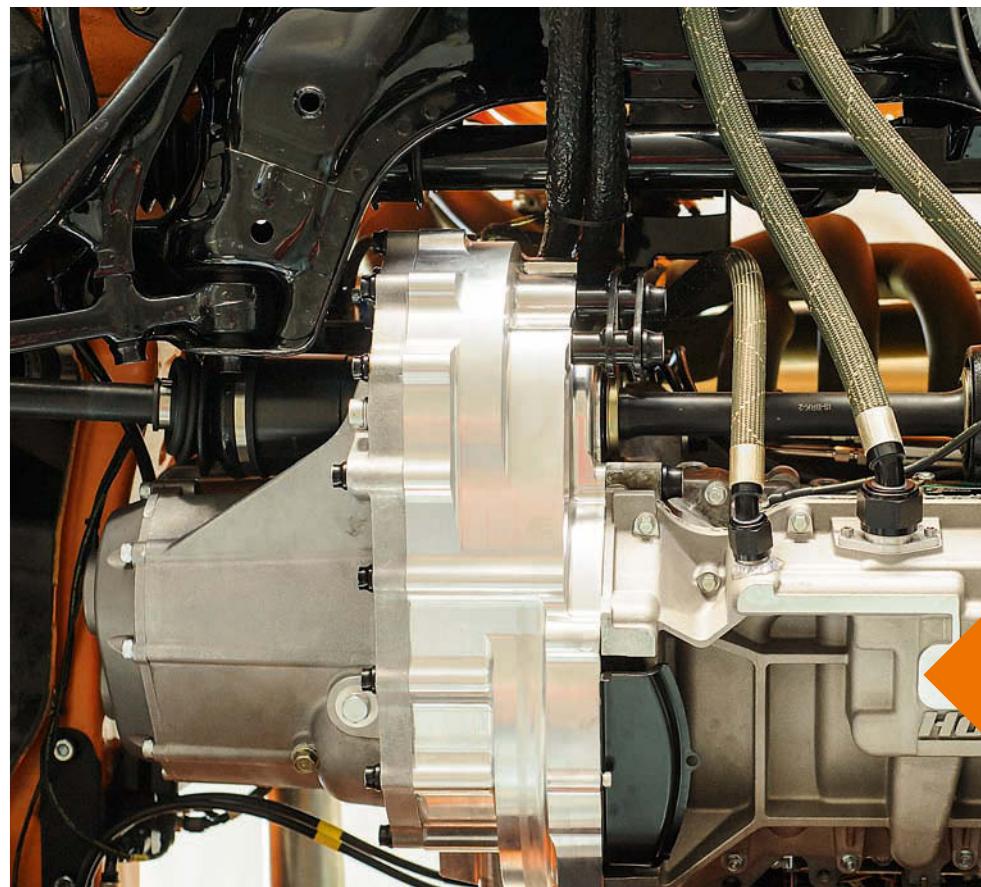
The ECU is also linked to the MoTeC display and keypad control panel, located in the custom centre console where the gear lever usually resides. But it's not just the hardware that impresses here, the installation itself is better than you will find in most high-end competition or race car applications. The connectors used throughout are top quality Deutsch Autosport items, and Ryan estimates there are over 100 of them used in the build of the car. The comprehensive, custom wiring harness took Ryan around 400 man-hours alone to build and ties everything together in a tidy package.



across. And whilst that might sound like a bold statement, it's very much warranted.

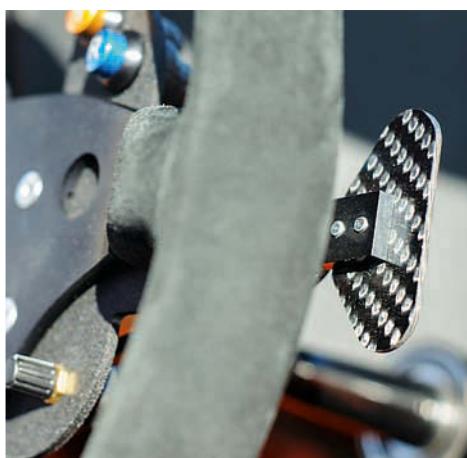
The DC2 started life in Ryan's ownership a few years ago. It was a somewhat humble beginning to say the least, as he was practically given the bare shell by a friend. And whilst it is a genuine Integra Type R imported from Japan there was little left to prove it as the engine, 'box and a lot of other key parts were missing. At first Ryan wasn't entirely sure what he was going to do with the car but it didn't take long to start sourcing the bits and pieces required to build it back up. However, the idea of restoring it to standard was quickly discarded when the decision was made early on to fit a roll-cage and then opt for a turbocharged K24 engine, sealing the DC2's fate as a track car in the process.

Before he knew it the build gained momentum as a focused track weapon with Ryan's other ride, a 997 Porsche GT3 RS, ▶



TRANSMISSION

The choice of transmission took some figuring out as Ryan simply couldn't find anything that suited his needs at first. "The sequential 'box was selected because I couldn't find a reliable, trackable transmission that would be able to hold up to the power level I was after. The sequential seemed to be the perfect compromise," says Ryan. The Quaife derived 'box he chose is attached to the engine with a trick single-piece, billet bellhousing. To make the most of the 'box's capabilities, gear changes are undertaken solely via paddle-shifters located behind the steering wheel. They control the Shiftec air actuation system used to seamlessly change up and down the 'box. It utilises a built-in air compressor, hidden inside the front inner wing. This does away with the need for a conventional gear lever assembly completely. The clutch pedal is only used to pull away and input is not required on upshifts, which can be performed without lifting the throttle. The clutch itself is a twin-plate item from Competition Clutch and power is transferred to the wheels via a Quaife LSD, and though to a set of uprated driveshafts from Insane Shafts, rated to a sturdy 1000bhp.





CHASSIS

Ryan went through a couple of wheel choices, originally opting for rare Regmaster Evos, but despite the custom-made wider front arches, once the tyres were fitted there simply wasn't enough clearance for them to turn. So, they were replaced with well-suited RAYS Volk Racing ZE40s, a lightweight forged wheel that's in keeping with the look and feel of the car. They measure a wholesome 9x17 inches at the front and 8x17 at the rear. Hiding behind them are a set of AP Racing brakes; at the front are six-pot calipers with matching four-pots at the rear whilst 282mm discs are employed all round.

Damping duties have been assigned to Eibach Multi-Pro R2 items, complete with remote reservoirs neatly mounted on the inner wings up front. These coilovers are made from lightweight aluminium and offer ten-way adjustable compression with seven-way adjustable rebound, which makes them easier to dial-in on track. They are fitted with 600lb springs at the front and 700lb springs at the rear.

Holding everything in place are custom-made, rose-jointed lower control arms, fabricated by ASC whilst Pro Car Innovations (PCI) made the matching custom front upper control arms for Ryan.



heavily influencing the DC2 build's details. Essentially Ryan began creating a DC2 with pedigree like no other.

Fast forward several years and a huge investment of both time and money, Ryan had carved out a path for himself with the car that has seen it become famous across the internet and, now, *Banzai* magazine. But whilst the cherry-picked specification he opted for is special in itself, it's not what necessarily sets the car so far apart from other builds. The obvious inspiration, not just from the Porsche but various forms of motorsport and even American hot rod builds, is truly unique. It's combined with a level of OCD finish that runs throughout the project, hinting at a level of professionalism way beyond what you would expect outside of a world-class race team. From the use of Wiggins clamps, found on everything from the swirl pot to the fuel rail, and the choice of



EXTERIOR

The plan here was always to keep it relatively simple in order to retain that key JDM feel. Modifications range from suitable to subtle and have been carefully selected. The obvious additions are the Mugen Gen 2 rear wing, joined by the aero aiding skirt extensions either side. But the subtle alterations you might have missed are the front wings. These have been expertly flared in a Mitsubishi Evo style to accommodate the much wider wheels. The front bumper has also been fettled to seamlessly match the flared arches, whilst the centre section has been modified to improve airflow to the intercooler. Below the bumper sits a Spoon lip spoiler, with a secondary Special Projects splitter located beneath it. The gleaming Pure Orange Porsche paint choice makes the very most of the subtle styling cues, finished off perfectly with those Rywire matching graphics running along the lower part of the doors. In a neat nod to the German supercar, these are written in the same font Porsche usually assigns to the graphics found on the GT3 RS. Although the DC2 looks positively aggressive, in a function over from style, there is talk from Ryan of possibly changing the front wings and adding further aerodynamic aids.



INTERIOR

Inside, the cabin is dominated by the comprehensive, gusseted roll-cage that ties the rear suspension turrets to both the A- and B-pillars, before extending down to brace the floor. But the cage is actually one of the few parts of the car that's relatively 'standard' in its design, as the rest of the interior is just as meticulously and uniquely detailed as the rest of the car.

It's virtually solely focused towards the driver, the single competition-spec Recaro seat placed low, whilst the Tilton floor-mounted pedalbox is perfectly suited to Ryan's preferences. Unusually, the custom dashboard has been expertly fabricated from metal by master fabricator ASC Speedmetal and it extends round towards the driver to house the MoTeC dash display. It also hides the custom-made steering column support. The grooved design finish of the alloy dash panel is thanks to some expert bead rolling, a technique often found on American hot rods. The same effect extends round to the custom doorcards, rear quarter panels and boot surround. Painted black, the panels finish the interior perfectly, offering a suitably modern take on an outside influence.

high-end Deutsch Autosport wiring connectors to the way it's all been meticulously plumbed and routed. It's the overall attention to detail and unrivalled level of finish that makes this such a seriously spectacular build.

There's no doubt it's nicer than it technically needs to be for a car destined for a life on the track but Ryan admits it won't be venturing on to the Tarmac just yet. First, the car will act as a showpiece and a perfect rolling advert for Rywire. But once the car has done what it needs to do on the show circuit, Ryan still plans to send the car out onto a race circuit. There are still a few more small additions before that happens, such as geometry sensors to accurately measure what the suspension is doing for fine-tuning on the track. But for now Ryan is happy with the car and the response it has received from all that see it. And if you ever see it in the flesh yourself, you will know why... *

BANZAI TAKES FIVE WITH RYAN BASSERI:

How did the Porsche theme come about?

I didn't originally plan on a theme build but I love the way the Porsche handles, looks and drives, and so I couldn't resist integrating some of the same concepts. I just thought it would be an interesting idea; it was something different.

Did you imagine it would turn out like this?

It was a really long build, and there was no way to even project what it would look like, be like, handle like, or perform like. I had no idea it would be anything like this.

The car uses the very best of everything; was there a limit?

Yes and no. I was after the best, I did make some decisions that kept the build somewhat manageable as far as time/money was concerned but if I told you what I decided

against I would be giving away secrets for the next build!

Would you say you're very open-minded when it comes to inspiration?

On all my builds I look to as many outlets as possible, whether it's Indy car, Formula 1, ALMS, off-road, drift, you name it! It's all in there one way or another. You have to have as many outlets as possible when you build a high calibre car. Sometimes inspiration is found where you least expect it.

Is this as good as it can get for a Honda?

No way! There is so much more that's possible, the sky is the limit. There is plenty I would have changed if I look back. Different routes could have been taken, different parts used although I am overall happy with the outcome and that others love it as well!



TECHSPEC

Performance: Approx. 650bhp

Engine: K24 block with K20 ported head, Golden Eagle sleeved block, Portflow head and valvetrain, Web Cams, Crower forged pistons and steel rods, Golden Eagle inlet manifold and plenum, Toyota drive-by-wire throttle body, eight 1000cc ID injectors, JDL Auto Design exhaust manifold, Precision 6265 turbo, custom intercooler with Garrett core, CSF custom two-row dual pass radiator, Nuke fuel filters, surge tank and regulator, Braile battery, K-Tuned alternator and relocation kit, electric water pump, ATI Fluid pulley, Boltboys Hardware Kit, Hasport mounts, Aviad dry sump tank

Electronics: MoTeC M170 ECU with GRP-P, PDM 16, E816 expansion, C127 digital dash, LTC lambda control, CAN keypad, gear pot and

pressure transducers, KA sensors and load cell, TD wastegate position, Rywire boost solenoid and full motorsport chassis harness, Deutsch Autosport connectors, custom Indy Car-style steering wheel with drive control buttons

Transmission: Quaife five-speed sequential gearbox and LSD, Shiftec air actuator paddle shift system, Competition Clutch twin-plate, Tilton clutch bearing, Insane Shafts axles rated to 1000bhp

Suspension: Eibach Multi-Pro R2 coilovers, PCI prototype front upper control arms, ASC custom rear lower arms

Brakes: Front: AP Racing six-pot calipers. Rear: AP Racing four-pot calipers with 282mm discs all-round, Tilton pedalbox, custom Rywire brake lines

Wheels and tyres: Rays Volk Racing ZE40 measuring 9x17 inches at the front and 8x17 inches at the rear, fitted with Toyo R888 tyres

Exterior: Painted Porsche Pure Orange, Rywire graphics in GT3 RS font, custom wider front arches, matching front bumper, Maginical racing mirrors, Mugen Gen 2 rear wing, Spoon lip spoiler, Special Projects splitter, PCI side skirts

Interior: Custom roll-cage, Recaro HANS seat, OMP steering wheel, Recaro quick release boss, custom beaded aluminium dashboard, trim panels and doorcards

Thanks: Der, David, Fat kid, RAYS wheels, Nuke Performance, Burlingame Auto Body, Willywerx, MoTeC USA, ASC Speedmetal, Honda HPD, XRP, CSF radiators, Wisecraft

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1036HP 2JZ 260Z ➤



THE PERFECT RECIPE

Take one dishevelled 260Z, stir in a hilariously powerful Toyota motor, sprinkle with retro Hot Wheels styling, and garnish with race car underpinnings. Mmm that's some tasty Datsun...

Words: Daniel Bevis
Photos: Jape Tiitinen



Cooking is a thing that gets weirdly hyped these days. Some people are happy enough to throw something frozen in the oven and let dinner take care of itself, while others prefer to lovingly craft a meal from scratch using fresh base ingredients, it's just a question of preference and interest. But factor in the modern cult of reality TV (i.e the apparent necessity to televise any and every mundane activity and introduce a competitive element) and suddenly you have vast swathes of people from the latter group who are

unstoppably enthused about watching other people cook: they're frantically baking on TV, going round to each other's houses to criticise their dinner, swearing their heads off at sous chefs, it's out of control. Frankly, the idea of spending an hour of your life watching someone cook food that you then don't get to eat seems a little barmy, although it'd be a dull world if we all liked the same things.

There was a time when you had two simple choices when it came to TV chefs – the straight-down-the-line forthrightness of Delia Smith, or the inebriated chaos of Keith Floyd. And when you strip it back to these elements,

a fusion of Delia and Keith is really all you need in life, whether cooking or otherwise: a set of rules to base things on, and a carefree approach to the execution... which brings us round to the car you're looking at here. A masterclass in the principles of fusion cooking, it pulls in all the right ingredients to become something delicious. And, like all successful dishes, there was no certainty at the beginning of how it might turn out.

You see, its Finnish owner, Toni Laari, had a set of basic ingredients in mind: a big, tuneable engine, rear-wheel drive, retro chic, lots of power, lots of boost, something that he

1036HP 2JZ 260Z ➤

Right: The 2JZ started life as a naturally aspirated unit but has been completely rebuilt using uprated internals to see the magical 1000+hp figure reliably



could mess with in his garage. The plan was never to build a 260Z, it just turned out that it was the right car for the job. The cosmos took care of the rest.

"My hobby with turbocharged cars started in 2005 when I bought an S14 Nissan 200SX," Toni explains. "At first I didn't know much about tuning or building cars, but I was learning all the time. I never liked body kits or that type of car styling, I was more interested in performance. The S14 could run an 11.7-second quarter-mile, and that really gave me a taste for tuning... so this car-building hobby went to the next level, and there were many things to learn!"

At this point in his life, Toni had moved into

a new house that handily came with a garage of sufficient acreage to allow a really involved project car build. Whether or not the garage was actually the major selling token of the house is a point for speculation; however it went down, Toni was ready to embark upon something altogether more complex and ambitious.

"I hadn't even moved in when I started looking for a new project car," he laughs. "I quickly found this Datsun 260Z 2+2, which was for sale pretty near to me. I wasn't that big a Datsun fan, to be honest, but I figured it had a lot of potential – an old car with rear-wheel drive, good looks, big engine... a car I could make something nice out of for the

streets." Of course, you and I know that these early twinklings were soon to transmute into something quite insane. Because that big engine wasn't destined to stay in there for very long...

"I was addicted to boost!" Toni grins. "I wanted the car to have lots and lots of power; at that time I wasn't as enthusiastic about driving on track as I am now, otherwise I might have chosen a lighter engine, although the 2JZ isn't bad... and I still feel that a straight-six is right for this car."

This particular 2JZ, in fact, is rather a long way from 'not bad'. The Toyota 3.0-litre straight-six is an iconic motor in the world of high-octane forced-induction, although Toni



started out with a naturally aspirated 2JZ-GE on the grounds that it was good value. These engines generally offered around 210-220hp depending on which Toyota you found them in, although this one is now shouting to the angry tune of 1036hp. Yes, you read that right. So how on earth was this lunacy achieved?

Well, job one was to make the change to forced induction after all, strapping on a water-cooled Holset turbo. All manner of trickery abounds within, from CP pistons and spiky cams to a very heavy-duty valvetrain, and it's all overseen by a Haltech ECU which ensures that the fiendishly complex fuelling system spits sufficient venom through the whopping injectors; take a look at the spec

box, it's a veritable tuner's wishlist of custom fancifulness. Those early sashays up the strip in his old S14 certainly lit a fire in Toni's imagination. "If you want lots of power, you choose a 2JZ," he shrugs. Well, quite.

Now, a four-figure power output is an astounding thing, and it very much characterises this car's forthright nature. But it certainly isn't the first thing you notice – not when it's stationary, anyway. No, what first catches the eye is how flawless and pristine the Datsun is; it's a glorious exercise in Hot-Wheels-made-real, from the nose-down stance to the cartoonishly wide wheels and boisterous race numbers, every inch of it looks like it should fit in your pocket, to be

raced around the carpet and clattered into skirting boards. The ultimate big boy's toy. It's one of the all-time great silhouettes as it is – we don't call it the Japanese E-Type for nothing – but Toni's embellishments have turned this into the stuff of deranged dreams.

"When I bought the car, it had passed vehicle inspection but it was not in original condition," he recalls. "Of course, any old car has a long history; this one was originally dark green, and at the time I bought it, it was badly painted red. It had an ugly front spoiler made from steel and round lights at back. There were blue BMW seats inside and lots of parts missing; I didn't have to spoil this car because it was already spoiled! There was no

1036HP 2JZ 260Z >



paperwork for the previous 15 years, it wasn't drivable on the street – but it wasn't horribly rusty either." Perfect base for a project then, right? A blank canvas with no guilt.

"I'm proud of this build," Toni continues, "because when I disassembled this car in my garage, it never left that garage until it was drivable and ready. I made all the modifications myself and learned as I went; new frame rails, body repair and stiffening, I even bent the roll-cage tubes. Lots of creating custom parts and welding – it was also first ever car that I painted by myself, and it looks

good to me. I used others' help only when I couldn't do it in my garage; the engine was disassembled and rebuilt by me. I called on friends to help with aluminium welding at the start of the project, although later on it was possible to do it by myself when I bought a new welding machine. That was one of best moments in the project actually, when I was able to build aluminium boost pipes, water pipes, and stainless exhaust parts at home. I also did all the electronics work by myself."

Phew. It's inspiring stuff, isn't it? Sure, cars are just metal and glass and oily bits and

anyone could theoretically take one to bits and build it up better, but the reality is that it's actually kinda tricky to do it well; the fact that Toni was learning as he went and has become a master of all trades thanks to this project is really quite phenomenal. Engine tuning? Check. Bodywork? Check. Fabrication? Check. Face-melting horsepower? Oh, that's a big check. It's heroic.

As you might expect, the car's been rather warmly received too. When it emerged from Toni's garage, blinking in the Nordic sunlight, the Z-car was ready to take on all comers with

TECHSPEC

Performance: 1036hp at 6360rpm on 2.3bar boost, 903lb ft of torque at 5300rpm on 2.5bar boost

Engine: Toyota 2JZ-GE block and head, Eagle rods, CP pistons 9.1:1, ACL bearings, ARP bolts, 264-degree/9.35mm-lift cams, Titan cam gears, BC valve springs and retainers, Holset 71.5/80mm #22 water-cooled turbo, KKD Motorsport custom exhaust manifold, 60mm wastegate, custom 4.5-inch downpipe with electronic controlled valve, 3" custom exhaust, custom intercooler, custom 3" boost pipes, custom intake manifold, ATI Super Damper, Koyo radiator, Haltech PS2000 ECU, 034 Motorsport coils, Bosch EV14 1450cc injectors, 2x Bosch 044 fuel pumps, Bosch fuel pressure regulator, custom fuel rail, 2x AN8 and 1x AN10 fuel lines, B&M oil cooler, Mishimoto fan, Works breather tank, DEI heat shield products, RE85 fuel

Transmission: Toyota R154 gearbox, Carbonetic three-plate carbon clutch, Carbonetic flywheel, Tilton hydraulic release bearing, Valtonen Motorsport 3" driveshaft, R200 differential, Nismo CLSD, custom CV axles, 300ZX Turbo hubs

Suspension: TEIN Flex coilovers with EDFC controller, 6/5kg springs, modified suspension geometry, Energy Suspension bushings

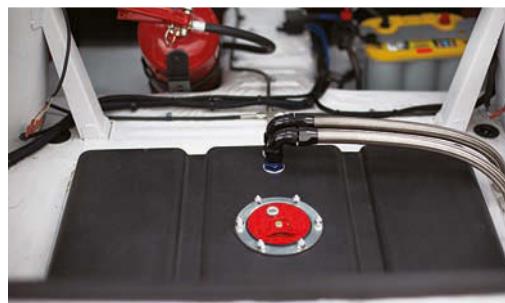
Brakes: Wilwood forged Superlite four-piston and Powerlite four-piston calipers, Wilwood 300mm discs, mechanical and hydraulic handbrake, Tilton 600-series pedal box

Wheels & Tyres: 10x17" +0 (front) and 11x17" -25 (rear) Image BBM custom wheels with 245/40 (front) and 275/40 (rear) Toyo R888 tyres

Exterior: Fully restored body with new frame rails and chassis stiffening, widened arches with fibreglass ZG-style flares, fibreglass front bumper and spoiler, headlight buckets welded to front wings, headlight covers, rear end made from sheet metal, Vitaloni California mirrors, AeroCatch hood pins, VW Scirocco wiper mechanism, JE Grafix racing decals

Interior: Sparco Evo seats, Sparco six-point harnesses, Sparco R345 steering wheel with quick-release hub, Defi-Link gauges, Tech Edge wideband 02 lambda controller and display, ActiveGPS digital speedometer, custom roll-cage, Jaz fuel cell

Thanks: Biggest thanks go to my friend Jani Niskanen who owns Speedimports. The most important thing was to get the correct answers when I needed some tips about engine building, electronics and more. I also bought a lot of parts from him. Kalle Koivumäki who owns KKD Motorsport made a high quality exhaust manifold for me. I could do it by myself but he is professional and I trusted him more! Valtonen Motorsport made me a custom driveshaft and I also got some machining work some great tips from it. Cridde Valtonen also handled my Haltech tuning on the dyno, which is very important, members of 500whp.net – great car club in Finland with a lot of powerful cars. Datsun Nissan Sports Cars of Finland and finally, JE Grafix



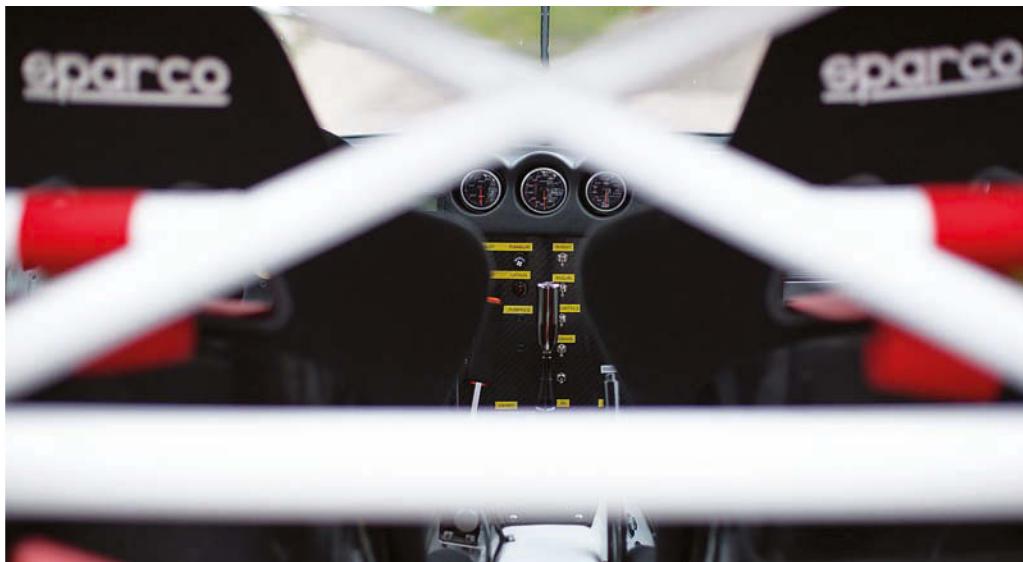
its hilariously unlikely drivetrain wrapped up in a gorgeous and perfectly-judged livery, and the fact that it's driven on the street as well as the track speaks volumes about the holistic construct: yes, it's insanely powerful, but it's usable power running through an over-engineered chassis to ensure that it's a viciously quick point-to-point weapon rather than simply a showcase of pointless numbers.

"The first track test went a lot better than I thought it would, which made me decide to improve it more," says Toni, with that

1036HP 2JZ 260Z ➤



“I’m proud of this build because I made all the modifications myself and learned as I went”



uniquely unhinged logic common to all dream car constructors. “There’s a lot of things still to do – adjustable traction control, billet suspension components, fuel system upgrades, 18” track wheels with proper slicks, bigger brakes, BMW M3 coils, aero spoilers, stronger transmission... I’ve got it all mapped out.” This is heartening news – the fact that

Toni’s built a car that is, to many of us, perfect in every way and the sort of thing that sits at the top of the lottery wishlist, and yet wants to keep on improving it tells us a lot about his character. It may not have been a lifelong dream to build a 260Z, but that was the hand he was dealt, and now it’s one of the best Z-cars in the world.

Toni is the archetypal blend of Delia Smith and Keith Floyd: on one hand, he’s got a clear idea of the parameters in which he operates and the steps he can take to achieve his goals. On the other, he’s happy to chuck in the random wildcard of elemental chaos just to see how deep the rabbit-hole goes. It’s a recipe for success, and it’s finger-lickin’ good 🌶

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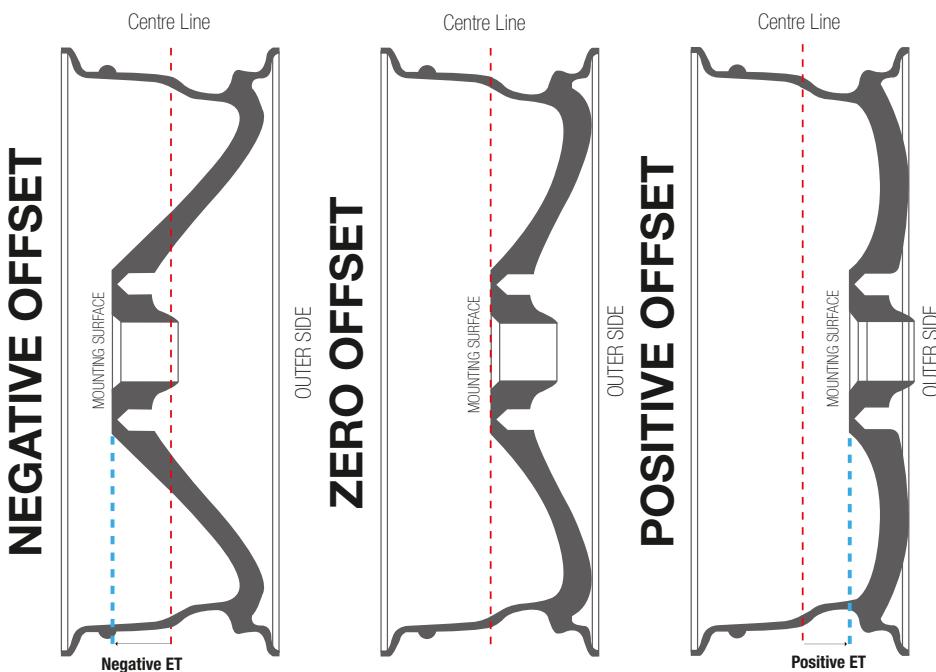
WHEELS

Wheels don't just alter a car's appearance, they can have drastic effects on performance too. *Tech Talk* takes a look at why...

Words: Jamie King Photos: Jon Hill

Wheels can make or break a car. That's just a simple fact. Fit the wrong ones and you'll undo everything else that has been done to improve both the car's looks and performance. Get it right, however, and you will reap the benefits, not only in terms of style, but also gain numerous performance advantages along the way too.

That's because, contrary to popular belief, wheels aren't just about looks – they actually have more impact on performance than you might think. Wheels can affect a wide number of performance-related issues including overall weight, brake cooling efficiency, and suspension geometry to name just a few. Wheels are, in fact, much more crucial to the performance of your car than you might think...



OFFSET

A wheel's offset not only dictates whether it'll fit an application or not, it's also crucial to the car's handling. Offset is the difference between the centre line of the wheel and the hub mounting face. For example, if a wheel is 200mm in overall width, the centre line would be at 100mm. If the hub mounting face falls on this centre line the wheel has no offset. If the hub face deviates from the centre line, the amount it does so is the offset. For instance, if the hub face is 20mm nearer to the face of the rim it has a 20mm offset, or ET20. If it's 20mm nearer to the inside of the rim it has a negative offset, or ET-20. Although playing around with different offsets can create great visual results it can also have an adverse affect on the car's handling. Manufacturers spend millions on research and development so standard wheels don't cause any issues with bumpsteer, torquesteer, or under or oversteer. By fitting wheels with an incorrect offset you can bolt some of these problems back on. You should always try to fit wheels with an offset as close to the original wheel as possible. This means any increase in width should be equal on both sides of the centre line, but this is not always possible as the wheel may start to foul on suspension components or bodywork. In this event it's a case of finding the right compromise between width and offset.

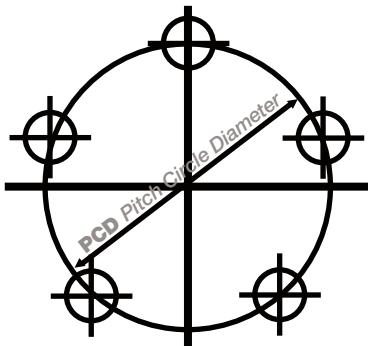
WIDTH

This should be self-explanatory, but there is a common misconception in how to measure width. Many don't realise that it is measured from the inside edge, not the outside of the rim. Therefore many people who claim to be running 8-inch wide wheels actually have 7-inch wide wheels when measured correctly. Most alloy wheels will have a kerb lip of between 10-12mm, and this is where the extra width comes from when measured incorrectly. It is because of this variation in

kerb lip that the measurement should be made from the inside edges.

It's also worth noting that while wider wheels allow you to fit a wider tyre, it is possible to fit wheels that are too wide for an application – it's not simply a case of squeezing the widest wheel and tyre package into the available space. If you fit excessively wide tyres you may struggle to generate enough heat to get them to work efficiently, and it will actually hinder performance rather

than help. For example, 12-inch wide wheels at the rear of a Porsche 911 work well as there is a lot of weight over the rear axle and the car generates enough downforce to make the tyres work correctly. However, 12-inch wide wheels at the rear of a KP61 Toyota Starlet won't work so well as there is much less weight and downforce, and spreading it across a 12-inch tyre means there isn't sufficient heat generated to make it work at its optimum. In this case a smaller tyre may



PCD

You will hear the term 'PCD' mentioned a lot when discussing wheels, and it stands for 'pitch circle diameter'. This is the diameter of the circumference of the centre line of the drilling holes. Basically, if you draw a perfect circle that dissected the centre of all the bolt holes, the PCD would be the diameter of this circle. It's a standard unit of measurement which identifies the bolt pattern used to fit a specific wheel and it is quoted as the number of bolt holes followed by the diameter of the imaginary circle we just mentioned. For example, 5x114.3 PCD indicates the wheel has five bolt holes, and the diameter is 114.3mm.

actually offer performance benefits. Likewise, with rallying and driving on loose or slippery surfaces, a wide wheel may cause the tyre to 'float' on the surface. In which case a narrower wheel will help cut through the top surface to find grip below.

Granted, these are mainly issues for motorsport use only and while the same principals still apply to road applications they are much less of a concern, and are generally outweighed by the enhanced aesthetics.

DIAMETER

Diameter is fairly self-explanatory and refers to the diameter of the wheel. Apart from bigger wheels being considered more aesthetically pleasing than smaller rims, this is not the main reason they are used in many motorsport applications. Instead, it is simply because larger diameter wheels offer greater clearance for the braking system.

As we learned from the December issue where *Tech Talk* looked at brake upgrades, a larger diameter disc and bigger caliper

will improve braking, and these setups physically won't fit behind small wheels.

That's not to say that fitting the biggest set of wheels you can find is necessarily the best idea in terms of performance. Bigger wheels require lower profile tyres to keep the rolling radius as close to the original as possible in order to keep the gearing correct. Also, bigger wheels weigh more than smaller ones, so you will increase the unsprung weight which will also have an adverse effect on the car's handling.



HOW A DIE-CAST ALLOY WHEEL IS MADE

1. First of all, the wheel is designed, taking into account all the criteria that need to be met. At this stage, sophisticated software can analyse and simulate load stresses on that particular design, so the designer can see if it's up to standard before production even begins.
2. The next step is to produce a mould that can be used in the casting process. A specialist die-making machine is directly linked to the design software and produces the bottom core for the mould, complete with the perfect impression of the face design.
3. The bottom core is combined with the die sides and top core to form the mould. The aluminium alloy is then melted in a furnace at

- 900°C and forced at low pressure into the mould through a specialist plume machine to form the rough cast wheel.
4. The rough cast wheel is then removed from the mould and fettled to remove any sprue and flash from the casting. It is then sent off to be heat-treated to further improve the hardness before being machined.
5. The heat-treated wheels are then machined. This includes machining the face, inside rim, and outside rim. The wheels are then pressure tested.
6. The wheels are then machined for specific centre bore sizes, PCD, and offset.
7. With all the machining complete the wheels are deburred. A pair of brushes with the specific design crafted into them rotates at high speed to smooth off rough edges and give a clean finish ready for powdercoating.
8. The wheels are powdercoated to give a nice finish and offer protection. Colour and/or clear coats are applied using an electrostatic spray gun, and are baked in an oven to cure.
9. The final step is to fit the steel inserts, which are simply pressed into the bolt holes.
10. After a final inspection the wheels are completed. They are then boxed up and are ready for shipping.



COMPOSITION

You may think that all alloy wheels are made of the same stuff but you'd be wrong. While most road and performance wheels are made from aluminium alloys, the exact makeup of that alloy will differ from one wheel to another. The exact compositions of the alloys used are closely guarded secrets but the most common is an alloy known as LM9, containing magnesium, copper, silicone, and titanium as well as aluminium, and the exact amounts of each element can be altered to give the finished wheel its desired properties. LM9 alloy is perfect for performance road wheels as it is light and strong, especially if heat-treated after casting/forging.

It's possible to produce wheels from alloys other than aluminium alloys. Magnesium alloys

as found in motorsport are an example. Magnesium is 30% lighter than aluminium, so 30% more material can be used during casting to achieve even greater strength yet still retain the same overall weight. However, magnesium wheels aren't without their drawbacks. The material is notoriously difficult to work with, is very combustible, and because it's porous it draws moisture out of the air resulting in a short shelf life compared to other alloys.

For the ultimate in light weight and strength it is possible to make wheels from exotic composite materials such as carbon fibre, but again the processes involved are so complex and the costs so high that these wheels are seldom seen on anything other than top-end, big-budget motorsport machines.



CONSTRUCTION

There are two types of wheel construction: one-piece or split-rims. A one-piece wheel is, as the name suggests, produced as a single piece. However, there are different production methods, ranging from low and high pressure cast, to forged and billet. Cast wheels are constructed from molten metal poured into a mould, under either low or high pressure, that then sets. This is the most common and cheapest form of construction. Forming a forged wheel is more complicated. Starting off with a single piece of metal, it is forced into shape under very high pressure. This makes it stronger and lighter but more

expensive. Similarly, billet wheels are simply machined from a single piece of raw metal.

Split-rims, however, are made up of separate components. Traditionally, split-rims were of a three-piece design, consisting of a spun-aluminium outer rim, a cast centre, and a spun-aluminium inner rim all bolted together. The reason for this method of production was in part due to the fact that back in the '60s it was difficult to cast a single-piece wheel any wider than six inches. Therefore, for motorsport use where wider wheels were required, a split-rim design was used. This design meant teams could quickly

and easily change the width of the wheel by simply bolting on different size inner or outer rims. Nowadays it is also possible to produce two-piece split-rims. These are often cast and the design is typically aimed at reducing costs over performance advantages, as it means wheel manufacturers can produce a number of identical outer pieces and then simply bolt on the correct size inner hoop to give the desired width, rather than having to cast individual rims in different widths. However, split-rims are usually more expensive than cast or even forged wheels due to their additional complexities.



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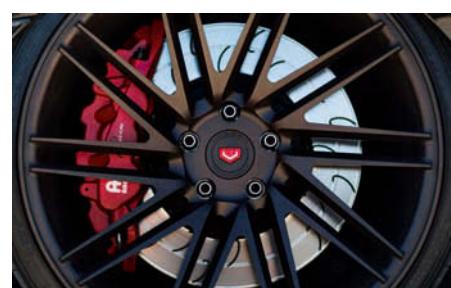
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FACE DESIGN

The face of the wheel will ultimately determine what the wheel looks like. This is obviously a huge factor given that most people choose wheels purely on the way they look, but that's not to say the face design can't affect performance too.

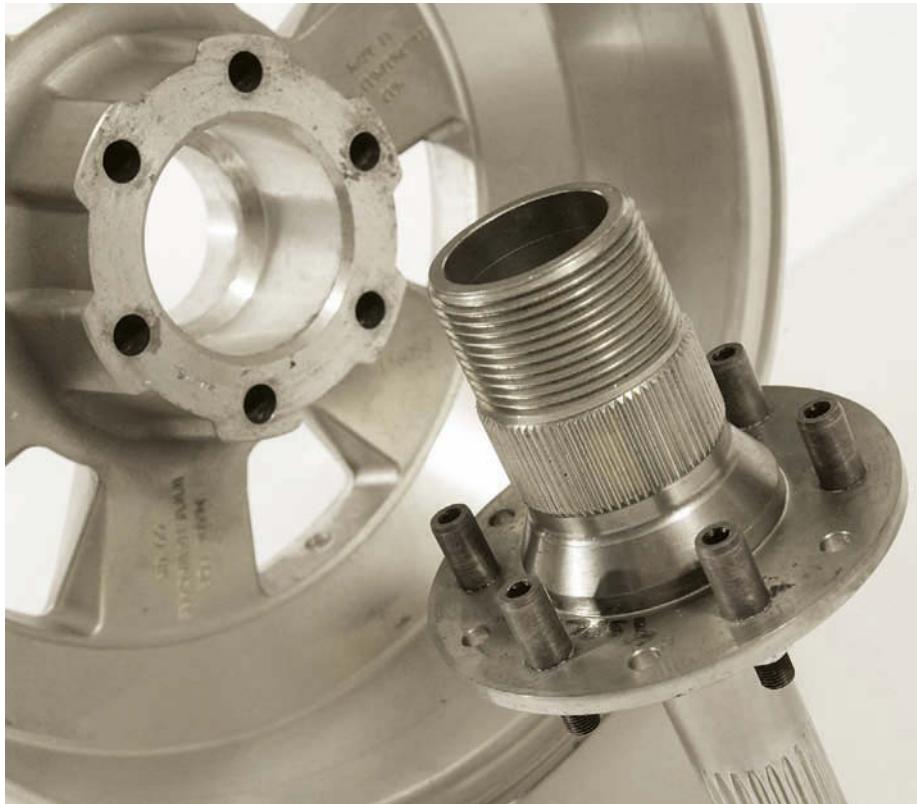
For example, designs with larger open spokes can actually aid brake cooling – indeed some designs deliberately feature cooling fans as part of the design – whereas some closed face designs (as often found on rally cars) can actually protect the delicate brakes and suspension components from damage cause by dirt or debris.



UNSprung WEIGHT

The term 'unsprung weight' refers to anything on the road side of the suspension springs. Typically this includes the hubs, driveshafts, brakes, and of course the wheels. By fitting lighter wheels you will reduce this weight, which can offer many advantages such as quicker turn-in, sharper steering response, and better braking.

It also helps reliability in situations where the suspension is worked particularly hard, as reducing the unsprung weight puts less stress on the dampers and suspension components.



CENTRE LOCK

For years 'centre lock' has been a buzzword in the world of performance wheels, and they have been at the forefront of motorsport for so long because they allow for much quicker wheel changes, as there is only one fixing per wheel to remove/refit.

Unlike conventional wheels, centre lock rims don't take their drive from the wheel studs. Instead they feature either a splined centre that mates to the hub, or have drive

pegs in the hub that slot into the back of the rim. A centre locking nut then holds the wheel to the hub. This allows for a very precise and quick wheel change, making them ideal for motorsport use. However, centre lock wheels do require a completely revised hub flange (or adapter plate) to make them work. Therefore they are quite costly and are not commonly used on anything other than race cars.

INSERTS

Although alloy wheels will be treated to be as hard as possible, they are still softer than the steel studs/bolts that hold them onto the hub. Therefore there is a chance the alloy will wear away when the wheel is changed. On a road car this may only happen once or twice a year so doesn't really pose a problem, but with motorsport cars that change their wheels three or four times at a single event, it can quickly become an issue. To overcome this, many performance rims feature steel inserts, so that the steel stud/bolt can't wear against the softer alloy.

Standard inserts feature a 60 degree taper to work with the standard production wheel studs/bolts, but Group A inserts as found in many motorsport rims actually have a square edge. This means they only work with corresponding Group A wheel studs, which feature a deep shoulder for the inserts to slide over. This provides a nice positive location and allows for quicker and easier wheel changes.

RIM PROFILE

The rim profile is the shape of the wheel between the inner and outer kerb edges, often referred to and viewed as a cross sectional image to help make it easier to understand. This profile has to include a tyre well – the area in which the outside lip of tyre will go when the inner lip is being fitted over the rim. Without this space it would be impossible to fit the tyre without tearing it. As such, most standard wheels have a large wheel well area to make tyre fitment much easier, but this compromises the brake clearance on the inside of the rim. Therefore many motorsport and performance wheels feature a much shallower wheel well – great for brake clearance but it does make fitting tyres all the more tricky.

It's also worth pointing out that there are many different rim profile types depending on the application, and these are actually standardised measurements to ensure they are compatible with specific size tyres. The most common rim profile for cars is branded 'J' (hence the term '8J' wheel), but there are numerous different profiles for different applications, ranging from agricultural machinery right through to motorcycles.



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1 Featured: "Ultimate" Intercooler Kit

R35 GTR INTERCOOLER KIT BY PRO ALLOY

Its always been our intention to do something a bit special with this car as its tuning potential is immense and they seem to be falling into the hands of Nurburgring bashers, track day nuts and fast road enthusiasts alike and for sure its going to be fairly hard to find an un-modified car in a year or two. With this in mind we thought it would be a neat idea to build our new range of products so everything is reversible... by this we mean you won't have to cut, bend, adjust or modify any part of the car to fit our parts and with regards to the intercooler kit, there are no modifications required to the OEM plastic cowlings or alloy bumper bar so of course, no compromise to safety. Everything you need is supplied in the box and when you are done with the car, take the kit of and sell it! For the intercooler, we have built two different versions, The "Pro" and the "Ultimate". Both coolers have the same core and hand-built end tank design, and are supplied with an alloy air scoop fitted to the cooler and of course all the mounting hardware to fit the cooler. The main differences are in the pipe work...

"Pro Spec" Intercooler Kit Most of the original boost pipe work and oem filters (or aftermarket) are retained - this kit is ideal for those not aiming for 4 figure BHP levels or for people who may have already invested in an aftermarket boost pipe and air filter set up. £1914 inc VAT

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2 High performance alloy water radiator (Black or Silver)	£822
3 80mm Induction pipe Upgrade (Filters next to headlights) including ITG filters ..	£594
4 High capacity Alloy header tank (Black or Silver)	£392



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GD IMPREZA WRX STI BUG EYE

The Bug Eye Impreza might have got off to a slightly rocky start, but it's matured into one of the greats and is a good second-hand buy to boot...

Photos: Subaru

Tech Spec

Engine: 1994cc flat-four

Power: 261bhp

Torque: 253lb ft

0-62mph: 5.3sec

Top speed: 152mph



HISTORY

After great success with the first generation of Impreza, all eyes were on the replacement, which arrived in 2000 to mixed reviews. The car was wider, longer and more refined, and although the car was heavier, it was also much stiffer, which was all good news. Most of the exterior design resembled an evolved version of the original classic shape, aside from the front end styling, with its large round headlights, which really split opinion.

Regardless, the new Impreza sold relatively well, available in either four- or five-door format, with no coupé version this time. The WRX version was powered by a 2.0-litre turbocharged flat-four making 215bhp, but an improved STI version arrived in 2001. Powered by a tuned version of the same EJ207 engine it delivered 261bhp and was now connected to a six-speed gearbox; one more gear than you got in a conventional WRX.

Other changes included variable valve timing, an adjustable differential, an improved interior and bigger Brembo brakes whilst visually, there were different headlights and STI decals. For those wanting more, there was the option of the Prodrive Performance Pack (PPP). The Bug Eye model was face-lifted with the arguably more pleasing-on-the-eye evolution version in 2003, which became known as the Blob Eye.



Chassis:

Listen out for knocks and bangs over a variety of driving roads. Light knocking from the front will likely be due to inner or outer track rod ends, or possibly worn drop links. Top mounts, anti-roll bar bushes and bottom ball joints also suffer wear over time. For heavier clunking noises that occur over bigger bumps from either the front or the back then it's more likely to be related to a failed damper. These are a surprisingly common failure and costly to replace, which is why often aftermarket items will have been fitted instead. The brakes rarely cause any issues, so just make sure there's plenty of life left in them and the car stops in a straight line without shuddering.



Exterior:

Due to the nature of these cars, many have endured a hard life, so look for general scruffiness and check for scuffs, scratches and scrapes. Also do the basic checks to make sure panel gaps line up, trim isn't missing and the car isn't painted in several mismatched shades.

Also keep an eye out for rust. These cars aren't known for it, but odd examples have been known to suffer from corrosion, especially if they have been imported and not properly treated for the UK roads with a coat of underseal. Underneath, check for signs of corrosion on the front and rear subframes particularly, and also scan your eyes over the rear arches.



WHAT TO LOOK OUT FOR

Engine and transmission:

The engine is strong and you're unlikely to encounter serious problems in standard form, as long as it's been looked after. Oil should be changed every 10,000 miles, although many cars are treated before that. The cambelt needs doing every 40,000 miles or so. Misfires are an issue and it can be one of a few things. If it's only on a single cylinder, then start with the obvious plugs, coils and fuel filter. But if it's over several cylinders and the obvious parts haven't cured it, then you get into the more expensive parts, such as the MAF sensor or a faulty Lambda sensor. A faulty speedo converter also causes this issue and is worth replacing.

Check it has the correct six-speed gearbox and although they're known to be tough units, make sure that all gears engage as they should. Whilst you're there, also check to make sure the clutch isn't too low to the ground, as it's an indication it's on the way out and will need replacing soon. Often, Imprezzas have endured a hard life, so clutches do take a pasting, and they aren't the easiest items to change.

Interior:

Although a definite improvement on previous years, the interior is still not particularly well screwed together. The trim on the STI versions was much nicer, so make sure it's all present and correct first of all. Then have a good look around for any damage. General wear and tear is to be expected, but check for signs of excessive damage that might not be so easy to sort.

Also make sure all of electrics work as they should, including the speedo, as these have been known to cause the odd issue. If the electric windows make a clicking noise, then it's likely to need a new control unit. Last of all, check inside the boot area for signs water is leaking in.

Prices:

The cost of a normal Bug Eye Impreza is fairly cheap, but the STI versions command a heavy premium. Expect to pay nearer the £6000 mark for an entry level example, as the cheapest we found was a 2001 import for £5495.

From that price points comes a few cars to choose from but it doesn't take too long to venture into Blob Eye territory. Even so, low mileage cars fitted with the PPP will command nearer £8000.

Generally, there are more modified cars than standard examples around, but these shouldn't necessarily be avoided, just weigh up what they have to offer and take it from there.

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THE FLEET THIS MONTH...

Paul Cowland – Contributor

Subaru BRZ



Banzai magazine

FK2 Civic Type R



Simon Holmes – Editor

R32 Skyline GT-R



Sam Preston – Features writer

EP3 Civic Type R



GTR Shop – Guest build

S57 Skyline



Paul Cowland

Subaru BRZ

So far: Interior, exhaust, remap, wheels and tyres, springs and brakes all-round

This month: Uprated Bilstein dampers

Next month: Plenty more!

Thanks: www.track-tek.co.uk, www.bilstein.de and www.v-maxx.co.uk



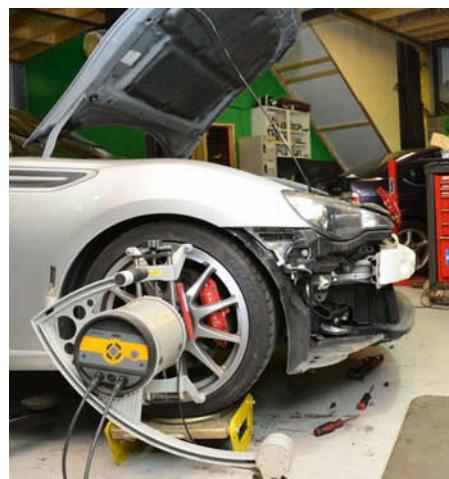
Since last month's brake upgrade I have been using the BRZ as its designers intended – namely thrapping it to the rev limiter in every gear and generally revelling in its B-road prowess. Always within the legal limit, you understand... This has had several outcomes; firstly, my fuel bill has rocketed, secondly, my tyres are looking a little worse for wear (particularly at the rear) and lastly, I've realised that my OEM shocks really have had enough!

It's not their fault, of course. Nobody told them they were going to lead such a hard life – and be forced to operate at least 40mm lower than the factory intended. Many people forget that when you significantly lower a car, the piston of the shock is operating way outside of its comfort zone, meaning that you're not necessarily getting the best performance possible. It also stresses the shock, particularly when you start pressing on a bit – which has definitely affected mine. One had literally started to weep in pain!

The answer was shorter shocks and, to me at least, that left a one-brand shopping

list! I have used Bilstein's clever B8 range on many cars before and I always like how they feel. As the perfect complement to lowered springs, they offer an improved damping rate, much better control and an optimised valving setup that has been designed to get the best from a lower stance. Better still, being an inverted monotube design they don't get as hot and keep their rate for longer when on track, so the car will feel the same, lap after lap.

Fitting them would be my good mate Nick Hawes and his able oppo Dean at Track Tek in Northants. As a veteran drifter and the capable talent behind many successful race



Above: Cowland opted for a fairly sensible alignment setup once the new dampers were in place

and drift cars, Nick works to an exceptionally high standard and is well versed in the black art of chassis setup.

Things started really well, with the old units coming off fairly easily and the V-Maxx springs, which were still as new, swapping easily onto the new dampers. It was all looking good so far! The old dampers were still in fairly good nick, but as previously mentioned, one unit had started to weep its damping oil out... so our timing was pretty much perfect!

Rather than refit the old drop-links, which were also quite tired by now, Nick offered me a great deal on a set of the V-Maxx units

that he had in stock. These score over the OEM parts by nature of being adjustable, meaning that you can actually set the anti-roll bar to lie in its optimum plane, even when the car is much lower! Just what the doctor ordered!

With everything carefully nipped and torqued up, it was time to move over to the alignment rig to get everything pointing precisely the right way. We decided to go for a fairly sensible road setting on the car, as I have ruined way too many track/road hacks in the past by winding in too much camber and toe, making them exceptional on track but not so much for a bleary-eyed commute

in the wet. As the BRZ really is a great tourer, I don't want to spoil it too much. After all, I spend way more time on the road in it than I ever do on track.

Once that was all done, I was free to go and road-test to my heart's delight around the brilliant country lanes that surrounds Track Tek's HQ. Even before I had left the industrial estate I knew it had been a success. The car manages to feel just as compliant, whilst communicating more back to the driver. In turns that would previously see lean and roll, it's now flatter and confidence inspiring as a result! Now, if I only I could get back on track to try it out! *

Banzai magazine

FK2 Civic Type R

So far: Dyno session

This month: Showing the car off at Mimms Honda Day

Next month: Hitting the track...

Thanks: Honda UK



As you have probably worked out by now, we've been pretty blown away with the new Civic's outrageous performance capabilities – it's a proper little weapon in pretty much every situation you can throw at it. But to see what other people thought, we decided to take the car up to a



place where we knew a great many Honda fans would be pretty keen to check it out – Mimms Honda Day at Peterborough Arena back in November 2015.

The car was joined on the day by a few modified versions – namely those from Tegiwa and Dream Automotive – and it

was brilliant to see just how far these tuning firms had come with the car in just a few short months.

To get a thorough overall sense of the car, we decided to collect the thoughts on the new Civic from some of the most influential names in the Honda scene... ☀



"As a former Civic Type R (EK9), current 2.2-litre Turbo Civic (EG) and Supra twin-turbo owner, I was naturally interested when the announcement was made that Honda was launching its first factory turbo Civic Type R.

"Although I haven't had the opportunity to take one for a test drive, the published headline power figures were impressive for a factory vehicle and make it an interesting proposition."

RICKY PATEL

Owner of 560bhp turbo EG Civic cover car (11/14)



"The new Civic Type R signifies a new generation for Honda, mainly due to the first time it's used a turbo on a petrol VTEC engine and that futuristic styling. Old Type Rs were raw and rugged whereas the new one is refined, while still holding on to the rawness that the Type R badge signifies. Its constant Nürburgring testing has made it one of the fastest FWD cars available, taking after the old, yet brilliant DC2 Integra."

DAVIDER PLAHA

Mimms show organiser



"Honda's recent designs haven't always caught my eye on the looks front, but the new Type R has an aggression about it that cannot be ignored.

"The interior is a stunning place to be, but I have yet to drive one, so cannot comment on that. I will be on the lookout for when these come into my price range (which will probably be about 20 years from now!)."

ADAM IWELL

Owner of 6Two1.com



"Honda has done a great job with this new model. It's fantastic to drive straight from the factory – it really is a capable car and will embarrass a lot of high power cars in the tight and twisty corners.

"Having moved over to a turbo power unit, Honda's now opened up a lot more tuning opportunities that we are currently working on developing with some of the world's top tuning brands."

PHIL CRAFFORD

Owner of Dream Automotive



Simon Holmes

R32 Skyline GT-R

So far: Ex-track car, coilovers, suspension mods, N1 spoiler kit, half-cage

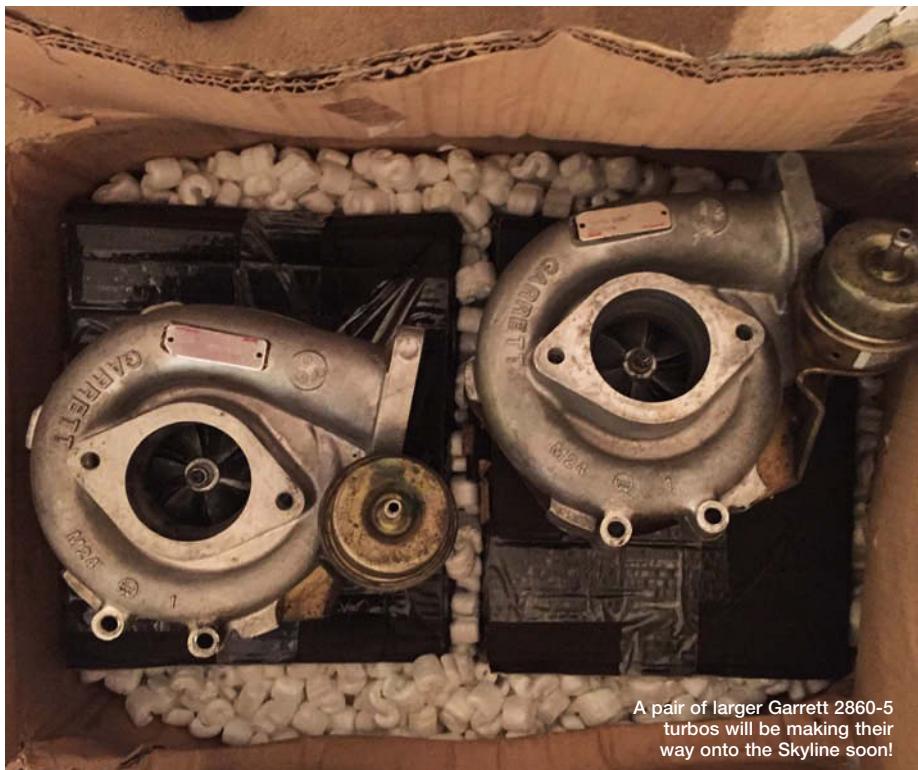
This month: Bought some bits

Next month: Buying more bits

Thanks: The bank manager...

That's it, I've had enough of the Skyline's power. It's just not fast enough for me, so things need to be done to make it a little more exciting. In truth, I realised this some time ago, but I've been biding my time trying to work out what's the best plan of attack, as when it comes to the RB26, there are plenty of options to choose from in order to extract big numbers. The big internal debate I've been having is whether to go for a single turbo conversion or for uprated twins. Both have plus points; I liked the idea of going single for the improved drivability, simplicity and to add some modern influence with an up-to-date twin-scroll turbo, but I didn't like the associated prices and removing the original twin-turbo setup didn't quite sit well. Whilst my car isn't standard, and probably never will be (although I did consider restoring it at one point!), I prefer the engine bay to look relatively standard, so going for a giant single wasn't in-keeping with that plan. Also, I'm not going for huge power, so would prefer to keep things simple. Perhaps if I planned a big power build in the future I could be convinced to go single...

Anyhow, by now you will have realised I've opted for uprated twins in the form of a pair of Garrett 2860-5 turbos. The truth is, it was mainly a matter of good timing, as I was offered the pair of low mileage used turbos for a good price and simply couldn't resist. These turbos are well known in the Skyline



A pair of larger Garrett 2860-5 turbos will be making their way onto the Skyline soon!

world for providing good levels of power and bolt to the standard exhaust manifolds, so swapping them is relatively easy. They are also good for the 500bhp or so I'm aiming for without too much trouble.

So with that out of the way, next up I need a set of bigger injectors, some uprated plugs and coilpacks and, most importantly, a new ECU to control it all. Again, I've been weighing up the options here but this was an area I definitely wanted to go as modern as possible as you can't see it but can reap the benefits! I primarily wanted full mapping capabilities and to lose the MAF sensors, as I've seen cars convert from a MAF to MAP

sensor based ECU gain huge results in terms of response. That meant only a standalone ECU would do. At first I did consider going to the effort of fitting a trigger wheel on the crank pulley so I could run the Omex 600 standalone ECU I have sitting here! But again, my other criteria is simplicity, so ideally, a plug-and-play standalone ECU that makes use of the standard loom is what I want. So, having looked around, the most suitable and popular answer is the Link G4 ECU it seems, as it offers everything I want (plus more!) and prices aren't too bad either. Let's hope I get it for Christmas... *



Sam Preston

EP3 Civic Type R

So far: Coilovers, K&N Typhoon intake

This month: New rubber

Next month: Even more chassis mods

Thanks: Falken
(www.falken-europe.com)

We've all heard it before, but buying decent tyres is one of the most noticeable improvements you could make in enhancing your car's performance, as I found out this month. With the weather getting worse and horrendous understeer becoming an increasing problem on my old, mis-matched tyres, I thought it was about time to push the boat out and treat my Civic to some premium rubber.

As the bad weather is set to last a few more months, I thought it'd be silly to go for crazy, semi-slick tyres, and instead began looking for a solid, top-spec all-rounder. This led me to the Falken FK453 – a design I'd heard great things about in both the wet and the dry. This is the firm's flagship performance road tyre from the Azenis range, and picks up where the renowned FK452 left off. Extensive track and road testing, along with the incorporation of an all-new rubber compound seems to hit the sweet spot between a soft-compound track tyre and a wet weather wonder to fit my requirements perfectly.



Above: The FK453's sexy tread pattern offers very capable all-round performance

First impressions are great – the tread pattern looks extremely capable with its deep longitudinal grooves broken up with the narrow offset strips to deflect water.

So far I've only done a small amount of road miles (though in some of the wettest weather conditions possible!), but the tyres have already transformed the way the car behaves. The first thing that hits you is how much better the road noise is, followed by the lack of aquaplaning and improved grip levels. I cannot wait to try them out on track, and will let you know how they perform *





Carefully restoring a Sixties Skyline has so far proven to be a mammoth task for the GTR Shop

GTR Shop

'67 S57 Nissan Skyline

So far: The GTR Shop's Hako-shape Skyline GT-R project is away for repairs at the moment...

This month: ...which means all the attention has been focused on another classic Nissan

Next month: Back to the Hako GT-R

Thanks: www.thegtrshop.com



While the Hakosuka GT-R was away, this is what we got up to... Earlier this year we imported a super rare S57 1967 Prince/Nissan Skyline for a UK client which has just been returned from our local media cleaning specialist. To the best of our knowledge this vehicle is the only one in existence in Europe so you will not see many on your journeys!

The Prince Skyline was the first model showing both manufacturers' branding as it was a transitional model produced at the beginning of the Prince/Nissan merger. As with a lot of vehicles we see coming from Japan, this has had some 'restoration' work done previously, though we use this phrase lightly as you will see...

The media cleaning reveals the quality (or lack of) when this vehicle was originally restored. In the images you will see the patchwork quilt repairs which are all too common. One dog-leg section on the rear door opening had no less than 14 small plates all patched together and then filled over to try and create the appearance of a

good panel. Naturally these panels aren't available to purchase so we set about recreating the panels in fresh steel. It was a long and tricky job to produce the new panel and using only three pieces of steel sheet which we formed by hand in our workshops.

The entire sills on both sides were also in terrible condition so again starting with fresh steel and a bender we formed two complete

sections from scratch. Thankfully the rear lower sills weren't as bad, though our client requested a tip-top job so we reproduced lower rear sill panels, this time using the good old-fashioned sandbag and forming hammers technique to reproduce them. All of our repairs are always treated and sealed to avoid future corrosion. And so it continues... *



KEVIN HAYWOOD SUBARU IMPREZA SPEC C

You might remember our Spec C feature in the *Gran Turismo* section of the December '15 issue. Well, our love for these amazing cars remains strong, especially when people like Kevin here get in touch with their gorgeous examples!

His Spec C is a 'Limited' version, one of only 1000 made which retains its air-con (albeit with a much smaller pump) and electric windows but features the rest of the typical Spec C weight-loss parts (can these cars get any more confusing?!). Imported in 2014 via Litchfield, the car is said to

be one of the only Limiteds left in the country. It's therefore understandable that modifications have been left to a minimum, and include a remap from Andy Carr, a new exhaust system and an uprated fuel pump. This is enough to give the featherweight weapon 323bhp and 370lb ft of torque.

Kevin is head of the Manchester Subaru Owners' Club, and his car is well known across the country. It also won best in its class at the JAE show last year. There's some big plans to improve the handling over the winter, so watch this space...



JEFF GLASS NISSAN 350Z

Jeff picked up this car under a year ago as a completely standard silver example but things didn't stay that way for long...

Getting straight to work on transforming his three-fiddy the changes began with some bodywork tweaks in the form of a Nismo front bumper, ChargeSpeed rear bumper and Tarmac Sportz skirts. Once the rest of the panels had been smoothed down to match, it was off to the paintshop for a full respray in this bold purple hue – which works extremely well.



Some contrasting gold Work VS-XX split-rims do wonders to complement the new lines. The wheels are shod in some sensible Michelin rubber and connected to the car with some Torqen S coilovers. But it's not all show and no go. The Nissan's V6 now benefits from a polished plenum and throttle body, a more substantial air box with a Cosworth air filter, along with a full exhaust system which makes the most of the signature rumble that comes with these cars.



Photos: Daniel Clydesdale (danielclydesdale.com)

COLIN DELLER TOYOTA CELICA GT-FOUR

After owning a spate of sports cars (including a Vauxhall VX220, a 350Z and an R33 Skyline), Colin was on the hunt for a Nissan 300ZX. Fed up with going to view ropey examples fortunately a chance encounter with this rather rare Toyota took his car life in a completely different direction entirely...

"It looked in great condition so I just thought 'what the hell, I'll go with my gut..." Colin explains. It turns out the car had been imported in 2009 by a wealthy car collector and had racked up a grand total of

900 miles in the six years he'd owned it! "The owner had clearly thrown money at it left, right and centre, too, with genuine TRD, Blitz and HKS parts scattered throughout the car. After snapping it up, I've made several modifications of my own, including some tidying-up in the engine bay, new wheels and tyres, and lowering it on TEIN coilovers," Colin adds. With a dyno-recorded 281bhp to now play with, Colin is understandably over the moon with his ST205 Celica, which is becoming an increasingly rare sight on UK roads...





STEVE CONLEY SUBARU LEGACY RSK

The twin-turbo Legacy is a bit of a sleeper out-of-the-box, and acts as a refreshing alternative to the much more common Impreza. With a handful of choice mods, Steve's example here is even more desirable. Performance-wise, we've got an A'PEXi intake kit, custom 3" downpipes, a Cobra Sport centre pipe and an RSR back box to get the most from that boxer burble. TEIN coilovers also heighten the 4WD handling capabilities.

However, our favourite part of the build has to be the combination of those custom wide arches (originally designed for an Impreza, and made to fit by friend John Saunders) and the XXR alloys, which add some muscular class to the overall appearance.

Built with a whole lot of TLC, Steve's car has quite rightly received a lot of positive feedback from the various shows it attends throughout the year. Nice work!



Photos: Mike Chua

MICHAEL SANTOS TOYOTA MATRIX

Never heard of a Toyota Corolla Matrix before? Don't worry, neither had we, until Michael here introduced us to his! Very similar to the Corollas of the same age, the Matrix was a hatchback/mini SUV which was sold in the USA, Mexico and Canada. Michael, based in Las Vegas, has treated his example to a fairly comprehensive overhaul to get it driving, sitting, and sounding just how he wanted. "I wanted to keep it simple with some minor changes," he tells us. "I didn't want to

get caught up with the 'hellaflush/stance scene as I still want it to look good 20 years from now if possible." Work began by replacing the standard engine with a slightly pokier 1ZZ-FED 1.8-litre lump, which was improved with Crower cams, bigger injectors, and a comprehensive TRD exhaust system. D2 Racing coilovers and some Varrstoorn staggered rims were also added. Topped off with the monstrous Sony ICE install in the boot, Michael's onto a winner...

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Boosted UK – Cars 'n' Coffee Morning Meet

Fairly new to the scene, Boosted UK has already made an impact by organising monthly car meets around the Buckinghamshire area. Club member Thomas Gaunt tells us how the most recent meet went down: "On the 6 December we met as normal at the Akeman Inn, Kingswood. Among the cars present were a duo of big-power R35 GT-Rs, a 600bhp Supra, along with a great selection of tuned and stock Evos.

"At 9.45am we set off and headed for the second venue, the Super Sausage Café for breakfast. When we arrived we were greeted by a solid group of JDM motors including a Soarer, Glanza, S14 and various Hondas.

"Boosted UK is a new motor club based in Bucks. We host a monthly Cars 'n' Coffee meet at 9am, usually on the second Sunday of the month. From there we have a group drive to a second location, which is nominated from a selection of different breakfast venues in and around the Milton Keynes area. Arriving at 10.30 we then meet up with those that wish to attend the breakfast part of the meet."

CONTACT: Plans for a summer 2016 show are already underway.

Please keep an eye on www.boosteduk.com for more details.



Photos: Chris Presley



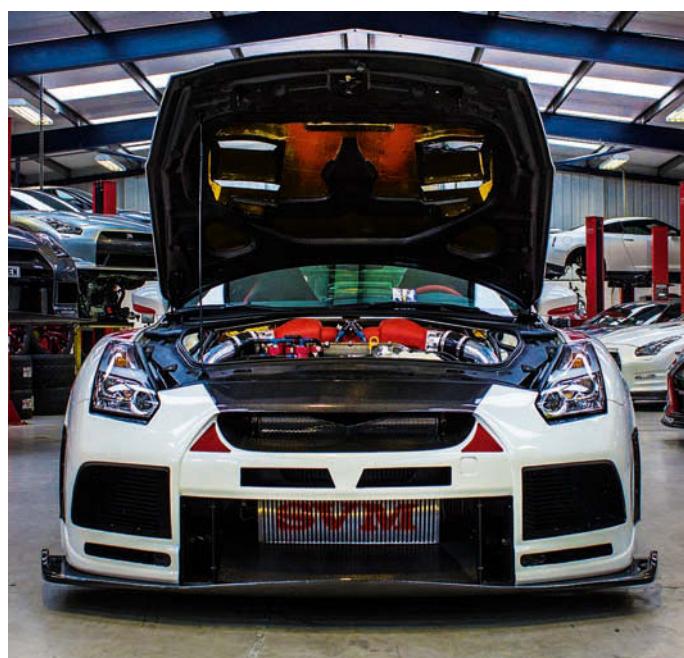
BHP Breakfast Meet – 1 November 2015

On a very foggy cold morning on 1 November Severn Valley Motorsport and RSV Graphics held a breakfast meet at SVM headquarters in Telford with the help of www.350z-uk.com.

There was a fantastic turnout of 250 cars of all shapes, sizes and models and over 400 people. With an epic garage display put on with a massive selection of SVM builds, club displays and visitor rides, there was something for everyone to see, from classic cars to Japanese beauties.

The breakfast meet was to raise money and awareness for Marie Curie Cancer care. The meet raised a fantastic £300 through cake sales and a raffle drawn by Car SOS host Tim Shaw, with prizes which included window tinting from RSV Graphics and a service from SVM. The organisers would like to thank Amity Photography for the pictures, Kevan Kemp and his team at SVM, along with Matty Evans from RSV Graphics and Nicholas Hollingsworth for putting it all together. They tell us that 2016 is going to be huge at BHP Breakfast and they hope to see you all there...

CONTACT: Keep your eyes peeled on the Facebook page for photos, info and the next meet (search 'BHP Breakfast Club').





The members' cars are some of the best examples in the country



Words: Sophie Marshall | Photos: Matt Shaw

TURBOCOLT UK

In late summer 2015, the concept of TurboColt UK was born, created by two guys called Tom and Steve. Their aim was to offer a southern-based Mitsubishi Colt, CZT and Ralliart Owners' Club that encourages all Colt parts suppliers, performance tuners and enthusiasts to come together to share the Colt knowledge and love!

The group grew rapidly and so Tom and Steve had to expand their administration team. This is when they invited Doc and Soph on board to cover the Midlands area.

The club is continuing to gain momentum with much more support than the guys could ever have hoped for and next year TurboColt UK is looking forward to its first season of shows and events to keep both its administration team and members busy.

CONTACT: To find out more information search for 'TurboColt UK' on Facebook. The members are a friendly, knowledgeable bunch and tell us they are happy to help anyone looking for unbiased advice.

TURBOCOLT UK



EVENTS DIARY 2016

10 APRIL
FAST SHOW
Santa Pod, Northants
www.thefastshow.com

14 MAY
JAPDAY
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www.japday.co.uk

26 JUNE
JAPFEST 2
Rockingham Motor Speedway
www.japfest2.co.uk

31 JULY
SIMPLY JAPANESE
Beaulieu Motor Museum
www.beaulieu.co.uk

2 OCTOBER
JAPSHOW FINALE
Santa Pod, Northants
www.japshowfinale.com

16 APRIL
OUTLAW JAP CLUB MEET
Ace Café, London
www.ace-cafe-london.com

22 MAY
HONDAFEST
Venlo, Holland
www.hondafest.eu

9 JULY
TUNERFEST NORTH
Oulton Park
www.tunerfest.co.uk

8-11 SEPTEMBER
JAE
Newark Showground, Notts
www.japcarclub.org

1-4 NOVEMBER
SEMA
Las Vegas
www.semashow.com

24 APRIL
JAPFEST
Silverstone (new venue)
www.japfest.co.uk

19 JUNE
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DRIVER:

Keith Butcher

CAR:

1999 BTCC Nissan Primera (built for Nissan by Ray Mallock Ltd)

RACE SERIES:

HSCC Super Touring Trophy/CTCRC Classic Thunder/WRDA Sports and Saloon Car Championship



» HISTORY OF THE CAR

Built for the Vodafone Nissan Racing team for the 1999 leg of the BTCC, this car was piloted by the late and great David Leslie, who claimed several race wins to take second place in that year's championship.

The following year, the car was raced in the Swedish Touring Car Championship by

Tommy Rustad, before being raced in the Netherlands for a few years following.

Current driver and owner, Keith Butcher, bought the car in 2008, where it was promptly treated to a re-build by Dave Jarman Restorations. Butcher has since raced the car in a number of UK series.

Photos: Jonathan and Lindsey Fletcher



SPECIFICATION: 1999 BTCC Nissan Primera

PERFORMANCE 300-320bhp (approx)

ENGINE Transverse-mounted 1998cc Nissan SR20DE, forged pistons, lightweight con rods, dry sump, 8500rpm redline, front-mounted radiator with side-exit ducting, separate oil radiator

TRANSMISSION Front-wheel-drive with Nissan/Xtrac six-speed sequential gearbox, straight-cut, non-synchromesh gears, 5.5" triple plate carbon clutch

SUSPENSION Full racing coilover suspension system with Nissan multi-link wishbones and tubular steel anti-roll bar (front) and beam axle with tubular steel anti-roll bar (rear), Nissan/TRW high-ratio rack-and-pinion steering rack with HPI power assistance (1.25 turns lock-to-lock)

BRAKES Vented 378mm AP Racing discs and calipers (front), 280mm solid rear discs, hydraulically assisted dual-circuit system

WHEELS AND TYRES 8.2x19" race wheels with Michelin racing tyres

EXTERIOR 2000-spec Nissan Primera Mk3 four-door steel shell with period Vodafone livery, 975kg kerb weight

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It's out



Words: Jamie 'Midge' Burr Photos: Rich Williams

MK1 MX-5 TURBO

I don't know about you but I love the school holidays even more now than I did when I was a teenager. Don't get me wrong, I haven't actually got any children, it's just that it's the only time I can leave the house between three and five in the afternoon without spending the rest of the day stuck in one almighty traffic jam. Welcome to the troubles of modern British suburbia.

Looking back at my years of mild juvenile delinquency though, those long summer holidays were definitely the best. Mike Pearson, the owner of this immaculate MX-5 is inclined to agree but for a very different reason. Far from putting his feet up, the school holidays can mean just one thing: working full-time on his car.

Now, as you've probably guessed, Mike is a little advanced in his years to be a pupil. He's actually a teaching assistant working with autistic kids in a school near Hull, an undeniably admirable vocation in itself. Aside from such an important career, though, what's also admirable is the fact that he managed to turn most of this car around in just the six weeks between mid-July and September, doing everything with his own bare hands.

There has been a little help along the way. Mike is lucky enough to have a couple of uncles with a fully-equipped garage. He also trained as an auto refinisher for two years straight out of school so he certainly knows his way around a paint gun. But, even so, you don't expect this level of craftsmanship from

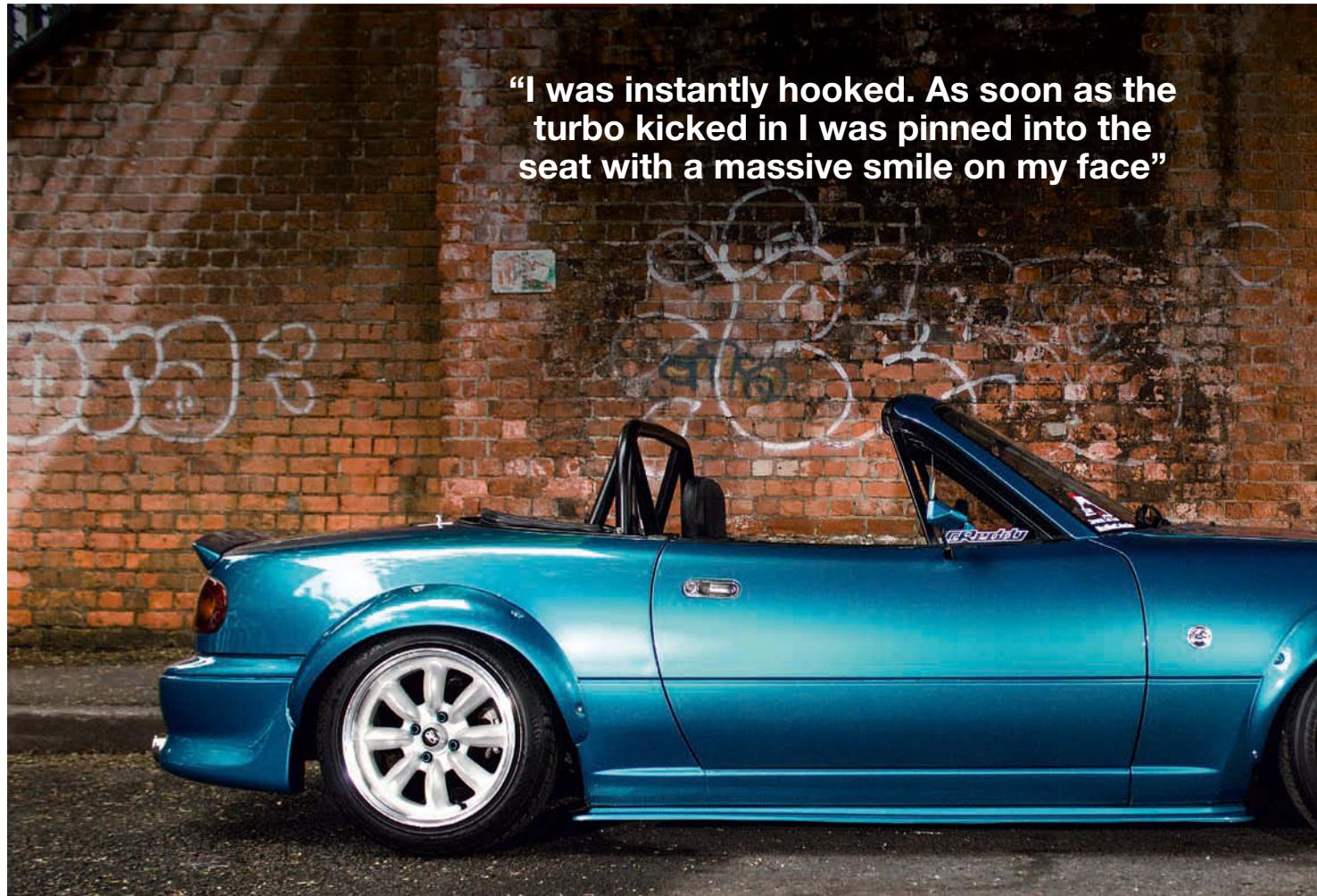
a bloke who'd never call himself a professional - apparently he prefers to simply "tinker with cars as a bit of a laugh on the side."

Perhaps it comes with no little irony that Mike has always been the kind of guy to overlook educational theory for the more practical route of learning on the job. His first ever Jap project was a rather spotless EG Civic that he says started off like the vast majority of standard EGs left in the UK, "rusty and totally knackered." It certainly took more than a little sweat just to keep it on the road, but then that's the part he liked

the best as he got to "learn a lot and, most importantly, have fun along the way." And it's much the same story this time around.

Mike chose an Mk1 MX-5 because it ticked every box for his heavily researched master plan. Was it RWD? Yes. Would it be perfectly balanced on the road? Most definitely. And at £780 this one was pretty sweet on the wallet, too. I suppose the most significant selling point is only obvious when you lift the bonnet

"I was instantly hooked. As soon as the turbo kicked in I was pinned into the seat with a massive smile on my face"





though – an early 1.6-litre lump ripe for a bolt-on turbo.

These pre-1994 MX-5 imports (or Eunos Roadsters to give them their proper name) came with a legendary, 115bhp straight-four that lends itself particularly well to aftermarket turbocharging. Actually ‘lends itself well’ is something of an understatement. From his homework Mike already knew that it’s a common conversion that can be carried out without removing the engine or even opening it up to change the

internals. There’s also quite a few off-the-shelf kits available ready to bolt on, although these do tend to come with a hefty price tag (of £4k and upwards) and, at the time, that was way out of the question.

Getting the build off the ground was the main problem. To keep ‘in budget’ Mike quickly found that he’d have to compile his own turbo kit so, while waiting for the right bits to come up, he fitted a set of cheap coilovers instead. I’d like to say this made a great start to the project but even Mike admits



Left: The MX-5 sits low thanks to HSD coilovers, whilst the skirts bring it closer to the ground

MK1 MX-5 TURBO



Blow Out

So how easy is it to fit a turbocharger to your Mk1 MX-5? "Remarkably easy," according to Mike. "On the early 1.6 models the turbo feed and return lines are already there waiting to be tapped and everything else is a simple bolt-on job."

Nowadays there's many kits on the market, covering both the 1.6 and 1.8 variants, most famously from the likes of GReddy and HKS. Although many turbos can be used to do the job, on most conversions you'll find either a Mitsubishi (or Subaru) TD04 or a Garrett GT25. There was only ever one Mazda approved, dealer-fit item for UK cars and that was from BBR (Brodie Britain Racing) in Northants. Developed in 1990 and designed to produce a reliable 152bhp, Mazda UK installed around 850 of these 68-part kits, even offering its usual three-year, 60000-mile warranty. There's still a few documented MX-5 BBR Turbo cars out there, too, although good ones are getting seriously thin on the ground.

Both the aftermarket and OEM BBR kits work by producing relatively low boost (Mike's is set at 6psi), just enough for a significant power hike, but not enough to start melting pistons. If you can stop yourself from cranking up the pressure, they're said to be absolutely bulletproof.

it was "a huge mistake on the handling front" and something he's now rectified with a top-quality HSD setup, along with Flo-Flex bushes and a whole load of bracing.

It was about this time that life got in the way too. Sadly Mike's dad, his usual partner in crime when it came to cars, lost a long battle with cancer and, understandably, the Mazda wasn't high on the priority list for quite a while. When Mike was ready to get back to the project months later, though, he had both a new outlook and new inspiration. As his loss had proved, life is too short and it gave him "the drive to do everything on the car exactly how it should be." In other words, the build was back on, and it was about to go nuts.

With the help of his mate Matt he fitted the GReddy turbo kit in a single day for a start; even the most seasoned mechanic would have trouble doing that. The actual hardware was a lucky find. After narrowly missing out on a load of parts at auction, the seller mentioned he had a mate with a GReddy TD04 setup just down the road. Suffice to say Mike was soon knocking on the bloke's door, cash in hand, and when he found the kit still



TECHSPEC

Engine: 1.6-litre NA6CE engine, GReddy TD04 turbo kit, Fast5 front mount intercooler, dump valve, HKS mushroom filter, NGK 8mm HT leads, stainless steel straight through exhaust system including de-cat, alloy radiator, Logpro and SamcoSport silicone hoses, engine bay painted in Pearl white, colour-coded rocker cover, alloy water bottle, relocated expansion tank, polished inlet, relocated oil filter

Suspension: HSD coilovers, full Flo-Flex polybush kit, front and rear lower braces

Wheels and tyres: 8x15" Rota RB (ET10) alloys painted in pearl white with 40mm spacers

Interior: TR Lane rear roll-cage and harness bar, JK Composites fibreglass driver's bucket seat, 3" Takata harnesses, Nardi D-shape steering wheel, retrimmed doorcards, white leather gaiters, GREX shift knob, chrome eyeball vents, Trimmed doorcards, Sony head unit, Kenwood speakers

Exterior: Resprayed in Honda Tahitian green, Fast5 overfenders, Garage Vary front lip, Bomex rear bumper, formula race mirrors, KG Works rear spoiler, lower side sill extensions, single vented headlight lid, front bumper reflectors, badge and aerial smoothed, colour-coded hard-top, tinted front sidelights, alloy tow hook, clear side repeaters

Thanks: All About That Bay – www.allaboutthatbay.com, my uncles Dale and Gary at Hobson's Salvage in Sherburn-in-Elmet for all the help and the use of their garage. All my mates that helped with the build and my dad – my inspiration

fitted to his car he also got to take it out for a spin. A 'try before you buy' situation that's rare to say the least. "I was instantly hooked. As soon as the turbo kicked in I was pinned into the seat with a massive smile on my face. The guy dropped the kit off at my uncle's a couple of weeks later and I was straight round to fit it."

So, after just a day of work Mike had his very own 170bhp MX-5 and, while that may not sound like a massive amount, it's worth remembering that this small rag-top doesn't exactly weigh much in the first place.

Even as standard the humble MX-5 is widely regarded as one of the best roadsters to ever hit our shores, especially when it comes to the Mk1. Just take a look at the drifting in Japan; there's more than a couple of these hitting the track and getting big points. Out there they seem to have much more emphasis on driver skill and having fun than piloting big-power flashy race cars – maybe that's something the rest of the world could learn from.

Anyway, what came next was a waiting game, several agonising weeks before the summer holidays where the real work could

begin. No sooner had the final school bell rung than Mike was at the garage stripping his Mazda to little more than a bare shell. With six weeks on the clock the plan was a complete exterior overhaul incorporating the stack of parts he'd already stockpiled. He had the whole lot licked in just under five.

There's no denying that smoothing everything in sight and installing items like overfenders and a Bomex rear bumper (picked up at a scrappy for a tenner) is a big job. Even more so when you have a black car with flaking paint and a suspiciously silver engine bay, but Mike took it all in his stride. Bizarrely he says choosing the colour was actually the hardest part of the whole thing. Taking inspiration from the Honda scene, the original idea was to have a white body with a turquoise bay but, in the interests of not looking like "every Civic on the block," he decided to flip the scheme at the last minute. The Honda Tahitian green paint is actually one of 23 (yes 23) shades he mulled over but, thankfully, it fits the build perfectly. The pearl white engine bay isn't something to be sniffed at either but, then again, Mike also runs a company called All About That Bay, selling

various shiny engine parts, so it's hardly surprising that you could eat your dinner off this one.

With the last days before term spent fitting various components, like the Fast5 alloy radiator and front mount, you may think that's the end of the story but no, luckily there's always another half term break just around the corner. In fact, over the past few holidays, the rest of the car has been fine tuned with a full complement of race-ready tweaks and I'm assured that there's plenty more to come, just as soon as he breaks up for the next one.

But then, I guess asking exactly when he finds the time to work on his car is kind of missing the point. If there's a lesson to be learned from this project it's that you don't achieve anything with cars unless you do your homework and apply yourself with studious dedication. Mike's approach to this sort of extra curricular activity is clear – "use your time wisely, give it a go yourself first and, if you can't do it, watch and learn from someone who can."

Now, if that's not a real teacher talking, I don't know what is *

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Blow-off Valves

Anyone who has heard a modified turbocharged car will know the sound a blow-off valve makes, but what are they and what do they actually do?

The blow-off valve, also called a dump valve, is probably better known for its sound rather than its advantages. Although whether they do much in the majority of applications has long been a hot topic for debate. In theory they do offer a benefit by working to reduce compressor stall, which is caused when the boost produced by the turbo is sent through to the throttle body, only to find it shut. This would happen during a gear change, for instance. That boost is then forced back down the way it came, through the pipework and intercooler/chargecooler before pushing past the compressor wheel and out through the air filter. If relatively undisrupted, this usually creates a chattering noise as it does so.

But the compressor wheel is still spinning in the opposite direction as this happens, as there are still exhaust gases being sent through even with the throttle snapped shut. So this unwanted boost pressure works against the blades, and in doing so will work to slow the blades down. It also adds unwanted stress on the blades and shaft that is trying to turn the opposite way at speed. The result is possible damage, particularly when higher boost pressures are concerned and/or combined with more fragile ball-bearing turbos.

This is where a blow-off valve comes in. Fixed in position somewhere along the boost pipes before the throttle body, it's a simple valve that remains shut under normal driving. However, when the throttle is closed shut and

the boost is forced back towards the turbo, it passes the valve. The pressure forces the piston inside to open, venting the pressure out into the atmosphere, which is what causes the infamous noise. You can get blow-off valves that vent back into the induction system before the turbo, known as recirculating valves. These help the turbo begin to spool again and avoid 'wasting' the boost pressure. These also have the added benefit – to some at least – of creating very little noise and many turbo cars have these fitted as standard.

The only real down sides to blow-off valves are when they begin to fail, as they can cause running issues by not creating a seal when shut. This causes a constant boost leak and makes the turbo work much harder than it needs to *



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